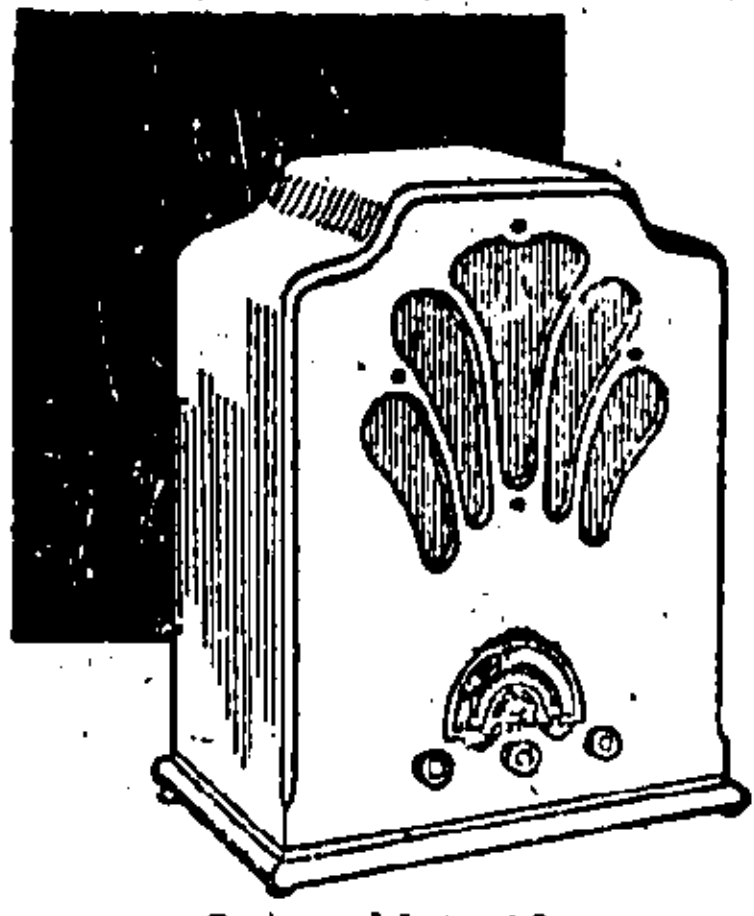




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# The China Mail

ESTABLISHED 1845.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/5 3/16.

Library, Supreme Court

Exchange

**JUST ARRIVED!**  
**DUNLOP**  
**1932**  
**TENNIS BALLS**  
(PRESSURE PACKED)

NOW OBTAINABLE FROM ALL STORES.

## THE THREE INDIAN COMMITTEES

**PRIME MINISTER DEFINES TERMS OF REFERENCE**

**LEAVING AT ONCE**

**FRANCHISE—FINANCE—AND STATES ENQUIRY**

Rugby, Yesterday. The personnel of the three Committees, shortly to commence work in India in continuation of the discussions of the Indian Round Table Conference, is announced.

The Marquis of Lothian is Chairman of the Franchise Committee, comprising seven other English members and seven representative Indians most of whom were members of the recent Round Table Conference.

The Federal Finance Committee, of six members, is under the Chairmanship of Lord Eustace Percy; and the Chairman of the States Enquiry Committee, of seven members, is Mr. J. C. C. Davidson, M.P.

It is explained that the States Enquiry Committee, in the course of its tour of the principal centres in Indian States, will adopt the procedure of meeting representatives of the States in conference with a view to common discussion of questions involved before drafting their report.

The Prime Minister has nominated seven of the States' delegates and thirteen British-Indian delegates to the Round Table Conference to be members of the Consultative Committee, under the Chairmanship of the Governor-General as a deputy for himself. It is Government's intention that the Conference should be kept in being through this Working Committee, with which, through the Governor-General, His Majesty's Government would keep in effective touch. It is the intention of Government that this Working Committee of the Conference should be brought into effective consultation on the recommendations of the three Committees already mentioned before final conclusions on their recommendations are adopted by Government. Besides this, it will participate in such constructive work in the pursuance of a general policy as can be undertaken independently.

The terms of reference of three Committees, which will sail from Marseilles on Friday, are set out in letters to their Chairman.

In the letter of the Marquis of Lothian the Prime Minister says:

"To your Committee the Government will look for complete and detailed proposals on which to base a revision of the franchise and arrangement of constituencies for the new legislatures (central and provincial) which are to form part of the constitution, and Government hopes the Committee will be in position so to frame their proposals as to present a complete and detailed scheme for the composition of such of the provincial legislatures and of the Federal Legislature."

The principle of responsible Federal Government, subject to certain safeguards, has been accepted by Government, while it has been decided that the Governors' provinces are to become responsible as enjoying the greatest possible measure of freedom from outside interference and dictation in carrying out their own

policies in their own sphere. In these circumstances, it is clearly necessary, so as to widen the electorate, that the legislatures, to which responsibility is to be entrusted, should be representative of the general mass of the population and that no important section of the community may lack measures of expressing its needs and its opinions. It is the wish of Government that your Committee should consider, in the first place, what extension of the franchise for the provincial legislature is desirable, and the possibility of supplementing direct representation by the system of group representation, or otherwise; and your enquiry will, doubtless, be so conducted as to elicit that information which will enable you to frame proposals for electorates, constituencies and methods of election required to produce a Federal Legislature of the type indicated in the third report of the Federal Structure Committee."

The letter also reviews the various suggestions of the Franchise Sub-Committee regarding qualification for the franchise, means for securing more adequate enfranchisement of women, effective representation of Labour and of the depressed classes, and on the communal question the letter says:

"Government are deeply anxious that a settlement should be reached by agreement amongst the communities themselves."

Meanwhile, in so far as the absence of such assumption would preclude you from arriving at a conclusion, Government desires your Committee to proceed on the assumption that separate communal electorates will continue to form a feature of the new constitution.

In the letter to Lord Percy, the Prime Minister says, that by far the most important task of his Committee will be to subject to the test of figures the suggested classification of revenue, and to estimate the probable financial position of the Federal and of the Provincial Gov-

## HOTEL FIRE

**BLAZE UP AT HARBOUR VIEW.**

**\$500 DAMAGE**

**EXTINGUISHED BY HOTEL SERVANTS.**

Damage to the extent of \$500 resulted from a fire which broke out in the Harbour View Hotel yesterday afternoon. The cause of the fire is thought to have been due to an electric iron, which was left plugged in. Furniture and miscellaneous articles were burnt and damage was caused to the woodwork and ceiling. The fire was extinguished by the servants of the hotel.

## SERIOUS FIRE AT ABERDEEN.

**Fourteen Houses Gutted.**

**THREE INJURED.**

A serious fire is reported from Aberdeen this morning. It broke out among a number of Chinese huts at Applachau Island, just after midnight on January 13.

Fourteen houses were gutted. One Chinese man and two Chinese women, whose names and home numbers are unknown, were admitted to the Government Civil Hospital, not, however, in a serious condition. The fire broke out at the fire soon after one o'clock, and with the hand appliance from Gough Hill, which arrived about the same time, the fire was got under control in three hours.

## EX-QUEEN OF GREECE DEAD.

Frankfort, Yesterday. The death occurred here today of ex-Queen Sophie of Greece, a sister of the ex-Kaiser.—Reuter.

Arrangements under the proposed scheme, and to advise as to adjustments, if any, which should equitably be made between the Federal Government and the provinces. In the letter to Mr. Davidson the Prime Minister says that the ideal system of federal finance would be one under which all federal units would

## JUNK HOLED AND SUNK.

**Rammed By A Steamer.**

**CARGO LOST.**

A collision, involving the loss of a junk and its cargo, occurred off Chak Kau yesterday. The master of the junk, the number of which is unknown, is Wai Sung-yung, and he reports that he was proceeding from Macao to Hoihow at the time of the collision, with 2,600 piculs of general cargo. The other boat concerned is the s.s. Sun Kong. The junk was badly holed and quickly sank, the crew being rescued by the other boat. The value of the junk and cargo, neither of which is insured, is placed at \$34,000.

## DRIZZLE OR MIST.

The Royal Observatory's report issued to-day states:—The anticyclone is central near Shanghai, moving E. Forecast:—N.E. winds, fresh; generally overcast, some drizzle or mist.

Rainfall. Rainfall for 24 hours ended at 10 a.m. to-day—nil. Total since January 1—nil against an average of 0.87 inch—deficit 0.87 inch.

Temperature. The temperature at certain specified centres this morning at 6 o'clock was:—  
Hong Kong ..... 57  
Macao ..... 54  
Pratas Island ..... 63  
Manila ..... 72  
Fochow ..... 48  
Amoy ..... 50  
Chefoo ..... 31  
Shanghai ..... 25

## DEATH OF WELL-KNOWN PORTUGUESE RESIDENT.

**Funeral To-day.**

The death occurred this morning at the Italian Convent Hospital, Robinson Road, of Mr. Vasco Luiz dos Remedios, after a short illness.

Mr. Remedios, who was 57 years of age, had been ailing for some time, but did not enter hospital until about a week ago. Deceased resided at No. 6, Humphrey's Avenue, and was employed in the Book Department of the Union Insurance Society of Canton, where he had been 38 years' service.

He was at one time a committee member of the Club de Recreio, and was probably best known in his connection with Lyric Orchestra, of which he was the manager. Deceased leaves a widow, two sons, and six daughters, three of whom are married.

The funeral cortege will pass the Monument at 5.30 o'clock this evening.

## H.M.S. KENT.

**Flagship Leaves on Visit to Singapore.**

The H.M.S. Kent, flying the flag of the C.-in-C. of China, left to-day for Singapore. After a visit of six days there, she will visit Batavia and Manila, returning to Hong Kong on February 19.

You are busy. Yet you want to be informed of the news of the day. Then, turn to the back page and scan the news. It's there too—valuable, summarized—yet

## SOUTH AFRICA

**TO MAINTAIN GOLD STANDARD.**

**RESERVES**

**UNION'S STRONG POSITION.**

Pretoria, Yesterday. South Africa's ability to maintain a gold standard is reaffirmed in a statement issued by the South African Reserve Bank declaring that from the viewpoint of gold reserves the Union's exchange resources are fully adequate; that the Union has retained a substantial favourable trade balance throughout the current depression and is not seriously troubled by unbalanced budgets; and that there are no extraordinary maturing foreign long-term credits. All of which factors, it is held, contribute to a maintenance of the gold standard.—Reuter.

## INTERNATIONAL LABOUR OFFICE.

**Chinese Government's Representative.**

**WELCOMED.**

Geneva, Yesterday. At the opening of the fifty-sixth session of the Executive Council of the International Labour Office, of which the Chairman is M. Mahaim of Belgium, it was announced to-day that the Belgian Government, in agreement with the Chinese Government had nominated Mr. Woo Kai-cheng as an associate representative of Belgium on the Executive Council.

Mr. Woo Kai-cheng declared that China was glad to be able to participate in the Labours of the Council.

The Japanese Government's representative, Mr. Yoshioka, as a delegate of the countries in the Far East, warmly welcomed the Chinese representative.—Reuter.

## FRENCH CABINET FORMED.

**With Just a Few Changes.**

**LAVAL AS PREMIER.**

Paris, Yesterday. President Doumer has requested M. Laval to form a Cabinet.

Later. M. Laval has been appointed to constitute a Cabinet. M. Laval has formed a Cabinet. He will, of course, be Premier, and, in addition, takes over the portfolio of Foreign Affairs.

M. Tardieu becomes Minister of War; M. Cathala, Minister of the Interior; and M. Fould, Minister of Agriculture.

The remaining portfolios return to those who held them in the late Cabinet.—Reuter.

## THE LAUSANNE CONFERENCE.

**U.S. WILL NOT BE REPRESENTED.**

Washington, Yesterday. Mr. Stimson has announced that the United States does not expect to be able to send a representative to attend the Lausanne Conference.—Reuter.

## PUBLIC EXAMINATION OF LOCAL RESIDENT

**DAIRY FARM CO. EMPLOYEE'S GAMBLE IN SHARES**

**LIABILITIES OVER \$17,000.**

**BANKRUPTCY COURT**

Filing his own petition, Mr. Stanley Greenwood of Messrs. Dairy Farm, Ice and Cold Storage Co., Ltd., was publicly examined by the Official Receiver (Mr. E. L. Agassiz) in the Bankruptcy Court this morning, before the Chief Justice (Sir Joseph Kemp, K.C.).

Mr. Greenwood stated, in reply to the Official Receiver, that his bankruptcy was entirely due to gambling and nothing else. His liabilities were \$17,790.98 and his assets were \$615.48.

In examination, Mr. Greenwood said he lived at 14 Essex Crescent, Kowloon Tong, and was 29 years of age, coming to Hong Kong three years ago on agreement with the Dairy Farm Company. His salary was \$300 a month, including house allowance and lighting. His sole business was butchery. His debts were due to transactions with share brokers and exchange transactions. He started share dealings by January last year, his capital then being \$5,000, the result of savings.

When he started he made certain profit between \$8,000 and \$10,000 in six months. In July he lost the market going against him and he had his biggest fall in September. He thought the fall in the market was due to the rise in exchange. He had met all his obligations as far as he could do so on his winnings and savings. All the creditors, with the exception of the Mercantile Bank, were unsecured, the bank being only partly secured. He bought exchange of about \$1,500 from the Mercantile Bank, \$500 at a shilling and \$1,000 at 1s 15/16d. He did not want the exchange and it was merely a gamble, and to cover that Mr. Greenwood put up certain shares in the bank, which are still held by the bank, which is still unsecured creditors for \$1,900.

Mr. Agassiz—Your position to some extent is that the money you made from the brokers went into security for the Mercantile Bank, which is rather unfortunate for the brokers?

Mr. Greenwood replied that that was so, and, in reply to other questions, said that he was still employed by the Dairy Farm Company, on a monthly basis, and he had reason to believe that his employment would be continued.

Mr. Greenwood added that he was contributing towards the support of a relative at home out of his salary.

The Official Receiver then made an application for adjudication of Mr. Po Wan, alias To Sik Pan, formerly trading as the See Cheung salt fish dealers. Mr. F. C. E. Rendall appeared for the debtor. To Po-wan, examined, said his failure in business was due to a robbery in September, 1930, when \$2,700 was stolen from a safe. He was married and had three children. After debtor had related about the robbery, the Official Receiver asked for an adjournment, in order that further enquiries might be made regarding the robbery.

The adjournment was granted. Mr. Greenwood's bankruptcy Court adjourned sine die.

## NEW SWEEPSTAKE.

**One on Cesarewitch on October 12.**

**A REPLACEMENT.**

(Reuter's Special Service.)

Dublin, Yesterday. The Hospital Trust is considering replacing the Irish Hospitals Sweepstake on the Manchester No. Member Handicap by one on the Cesarewitch to be run at Newmarket on October 12, 1932.

## BRITISH COAL

**FRENCH SURTAX PROBLEM.**

Paris, Yesterday. Well-informed circles here declare that it is unlikely the British and French coal will be re-

## LAUSANNE.

**Reparation Discussed Yesterday.**

**PARIS REPORT.**

Rugby, Yesterday. It is understood that the plans for the Lausanne Conference on Reparations were discussed at a meeting of Cabinet Ministers this afternoon. The Chancellor of the Exchequer, who attended, was in possession of the report received from Sir Frederick Leith-Ross of the Treasury, who has returned from Paris after conversations with French Treasury experts on questions concerning the reparation problem.—British Wireless Service.

moved on January 12. From the question is still under consideration.—Reuter.



# MOTORISTS THIS IS YOUR PAGE

## THE DRIVING LICENCE

### A SHORT STORY.

By "Al Nick"

I bought a new car two months ago and the upholstery is still as good as when I got it. Now that I have my driving licence I can have the mudguards and bumpers seen to. They seem very fragile affairs, and got damaged, I think, while my wife was polishing them.

I obtained my licence last week. I don't boast about it, for when I consider the number of licensed motor car drivers, as suggested by the ever-mounting number plate figures, I know there must be over 24,000 men, women and others in the metropolitan area who are quite as efficient as I am—a few perhaps even more efficient.

#### Traffic Tests.

Before I obtained my licence to drive a car I thought it was foolish to have to undergo a test by the Traffic Department. But I have on several occasions come so near to smashing up badly-driven cars that I now think the test should be made more severe.

As there must be many people who would like to know from an experienced driver how to qualify for their licences, I will tell how I got mine, and they need only copy my example.

My young son, Bill, taught me to drive, and I seriously caution parents against following my example in this particular. Before I was half through my first lesson, I had developed a devastating inferiority complex, from which I have not been allowed to recover. Bill got his licence two days after I bought the car, and I mine seven weeks later.

#### Bill's Motor Cycle.

Bill was a motor cycle fiend until I got the car. His licence had endorsements for the breach of every possible and impossible traffic regulation, including negligent driving.

ing, when he was fined \$5 for being knocked down by a motor car and having his collarbone broken. The young lady who was driving the car which committed the assault was fined a similar amount on a similar charge. So it was a draw, and the Traffic Department collected the stakes. I bought the car to please Helen, my wife, on the understanding that Bill would sell his bike, for I knew she would be sorry if he broke his neck.

Bill explained that the first and simplest thing to learn was to steer the car, and I can say without boasting that I steered as well as anyone could who had never touched a wheel and didn't know how to turn it to go to the right or the left—better in fact than the drivers of several approaching cars, for they all mounted the footpath before coming level with me. They were probably learners also; but whereas I was calm and collected, they used frightful language, indicating that they were temperamentally unsuited to drive a car.

#### Inferiority Complex.

A great truck came thundering along a narrow street, and Bill shouted to me to give it plenty of road. I gave it the lot. Luckily the fence was rotten and I didn't damage the car to any great extent. The gate of the paddock we were in was only a quarter of a mile along. It was when Bill addressed a few remarks to me that I first developed the inferiority complex. He said he would take the wheel, and I acquiesced, I have been acquiescing with Bill ever since. When we reached home Helen asked Bill how I had got on. "Ask dad," he said.

I was too modest to tell her in Bill's presence, but when we were alone, her eyes glowed with pride

as I told her of my exploits, how skilfully I had steered, how my presence of mind had saved a nasty collision with a truck, and how simple it all was if one only used intelligence.

#### License Forthcoming.

"That's splendid, William," she cried. "You'll be able to get your licence in a day or two." "I'm in no hurry," I said. "I don't mind waiting a week or so."

A week later Bill had me so well drilled that when he would order me to put my foot on the brake ten times out of a dozen I would do so. The other two times I might put it on the accelerator. I had had several lessons, and, as Bill had repaired the car on Saturday afternoon, we decided to drive to City Beach on Sunday so that I could have another.

My wife came with us. A man should never allow his wife in the car when he is driving. If ever I learn again I won't have it. She always knows what you should do before you do it, and what you should not have done after you have done it. She will tell you to look out for the cow a mile away when you are looking out for the potholes a chain away. It makes one ask with the poet: "What does a man get married for?" However, this is a digression.

#### Thrilling Drive.

The drive to City Beach was a thrilling experience. The switch-back road takes nerve and skill to negotiate, but the car behaved splendidly, and I was as cool as a cucumber. Up hill and down hill at 45 miles an hour, it seemed that every moment was our penultimate. On the last hill I ventured to look round. "Feel all right?" I asked my wife. "It's splendid," she replied, "I always feel safe when Bill's driving!"

She didn't feel so safe coming back: Dad was driving. I didn't start off too well, for I didn't know whether to take instructions from Bill, who knows more about cars than Henry Ford, or from Helen, who thinks she knows more than

both of them. Anyway, I didn't make so much noise going into top gear as I did into second.

#### Passing The Other Car.

I was getting along nicely when Bill told me I had better pass a car in front which was dawdling along at 25 miles an hour. Bill said to accelerate, and Helen said to blow my horn. I did both successfully, and got safely past, pulling then to my right side of the road. The driver of the other car must have been very inexperienced, for I scraped his mudguard, and then he ran into me, locking his front bumpers with my back ones. I alighted to tell him what I thought of his driving.

"You have no business to cut in on me like that," he shouted; and then he took a lot of things I had intended to say right out of my mouth.

But the greatest humiliation was when Bill told him, referring to me: "He's only learning, and I suppose you were once a mug yourself." Helen said: "This is my son. If he had been driving it would not have happened." The occupants of the other car lined up, and they all had a good look at me. However, I'm sure none of them will know me again, for I can't ever look such an ass as I did then. I promised not to report the matter to the Traffic Department, and this seemed to satisfy the man who ran into me, especially when I added that I was prepared to pay for any damage done to his car.

#### Bill Drives.

My wife said she would walk if I drove, and I said I wouldn't drive unless she walked. However, I compromised. I let Bill drive.

A fortnight ago Helen asked whenever did I think I would be able to try for my licence. "I could get it now," I said, "but there's no hurry. Bill can drive as well as I can, and he will take you out any time you want."

"But you haven't had it out by yourself yet," she said, "and I want to learn after you can drive."

So I took the car out "by myself." I found that I could learn more in half an hour relying on my own resource than in a month taking instructions from Bill. When I was a mile from home I stopped and went over in my mind what I had learned. I couldn't think of anything I didn't know, and that gave me confidence.

#### The Engine Stalls.

I started off again. Something went wrong. Every time I slowed down the engine stalled. Every corner I turned it stalled. It stalled at the school gate, and the children were coming out. One bright youngster, about nine years old, said: "What will you give me, mister, if I tell you what's wrong with your car?"

"I'll give you a fiver," I said. "Dinkum?" he asked eagerly. I reflected that if Bill knew more than Henry Ford, this kid might know more than I did, so I said I'd give him sixpence.

"Make it a deener," he bargained; but when a little girl said she'd tell me for nothing he hastened to accept the sixpenny offer.

"Take off yer handbrake, mister; can't you smell the indiarubber. Now sling us the sixpence."

It was sixpence well spent. It saved me 19/8, for if I had gone to a garage they would have taken the engine to pieces and have charged me a pound.

I started out to tell how I got my driving licence, but I will have to do that some other time.

United States Government Engineers have proven in official tests that many cars lose from 20 per cent. to 80 per cent. of their fuel power due to improper vaporization of the gasoline. The ordinary carburettor does not vaporize all of the gasoline. Raw gasoline is drawn into the cylinders and instead of exploding, burns and produces carbon.

The save of the gasoline is done through application of the special Gasoline saver, and humidifier.

The Gasoline Saver and Humidifier are of different models, displayed and installed at the Electro-Mechanical Works of the Electrochemical Corp., 111 Middle Road, Kowloon, behind Y.M.C.A. Telephone 53880.

## A.J.S. MANUFACTURED IN MANCHESTER.

### Anglo-American Firm May Be "All British."

Sir William Letts, chairman of the Willys Overland Crossley Ltd., states that the firm have purchased from A. J. Stevens and Co. (1914) Ltd., Wolverhampton, all the goodwill and stock-in-trade of their motor-car business, and have taken over the popular car known as the "A.J.S." which will be manufactured at Manchester.

Following on the development of the "Manchester" truck, this appears to point to the fact that this Anglo-American firm before long will be "all British." The Matchless Motor Cycle Co., of Woolwich, recently acquired the goodwill of the motor-cycle business of A. J. Stevens and Co.

## SCIENTIFIC GASOLINE SAVER.

Walter G. Critchlow of Wheaton, Ill. invented a small machine, called VIX Gas Saver & Humidifier.

The idea of the Vix is to utilise the suction pull from the engine caused by the reverse action of the pistons, by extending it out through the Humidifier and flexible tube and overflow pipe into the radiator, drawing therefrom the vapour moisture arising from the warm water in radiator and mixing it in the Humidifier with the proper proportion of air to give the engine improved performance.

The amount of vapour used is regulated by a jet opening in the Humidifier. The proportion of air used is regulated by an adjustable air valve on the Humidifier and an auxiliary air inlet. This mixture of vapour moisture and air is composed of hydrogen and oxygen gases, which are drawn into the motor and utilised as follows:

The oxygen gas entering the motor combines with the monoxide carbon gas due to the fact that hot monoxide carbon has an attraction for oxygen and absorbs it upon contact, like a sponge absorbs water. The absorption of this oxygen gas by the hot monoxide carbon gas renders it moist and unable to crystallize into hard carbon. The hard carbon in the motor is formed by the crystallization of this monoxide carbon gas. The Vix mixture is drawn in, the monoxide carbon gas absorbs the oxygen gas, rendering itself moist and unable to be crystallized into hard carbon, and it is then expelled through the exhaust valves by the force of the explosions in the regular operation of motor. This is the Vix process of Carbon Elimination from the Engine.

You will note that the decomposition of these gases is brought about by the law of chemistry whereby monoxide carbon gas combines with and absorbs oxygen upon contact; thus leaving the hydrogen gas in a decomposed state and ready for explosion. provided your proportion of same is in correct proportion to the fuel mixture, and the heat is intense enough to explode it. If the proportion of moisture being drawn into the motor is correct, when the motor gets hot enough you may explode the hydrogen gas and receive its powerful explosive benefit as a fuel after the process of decomposition of the water gases takes place.

In other words the oxygen gas from the water vapour is utilised for moistening and causing to be eliminated from your engine the hard carbon formed inside, while the hydrogen gas, if engine would be properly tuned to the Vix, may be utilised for fuel and power.

The Walter G. Critchlow Vix Vapour Humidifier and Gas Saver, being properly installed on any car will give one fourth more to double the mileage from your gas and oil; it will prevent hard carbon formation, do away with plug cleaning, eliminate the grinding of valves from hard carbon effects and carbon pitting; it will give a cleaner engine that marvellous Night Driving Efficiency All The Time, With More Power, More Pep, Smooth Running, and Faster On Hills.

(Continued at foot of preceding column.)

## NEW CYCLES.

### Tempting Motor and Pedal Models.

Buyers from five European countries—Sweden, Germany, Denmark, Hungary, and Czechoslovakia—were critically examining the exhibits at Olympia on November 30, before the Cycle and Motor-cycle Show had been open an hour.

There are only two foreign exhibitors among the 170, but British supremacy in both kinds of machine is such that all the world wants to know what we have new to offer each year, and the visitors, if not the exhibitors, are cosmopolitan.

Among the new features displayed were:

Motor-cycles within the 30s. tax limit with 500 c.c. engines (about 5 h.p.).

Side-car combination of 5 h.p. within the 50s. tax limit and costing only 25l.

A three-wheeler with a six-speed gear-box and three speeds and reverse in place of two speeds on the most famous three-wheeler.

Twin headlamps for motor-cycles, one of which dips and swivels.

Boat-shaped side-cars, the new fashion.

Balloon tyres, internal expanding brakes, invisible mudguards, and bright colours for bicycles.

Apart from the business men, the visitors were nearly all young.

Midday age was inspecting the bicycles and wondering whether it could get on with the new "baby" motor-cycles that cost only a few guineas more, and there was a grey-haired country parson and his wife seriously debating the possibilities

## PRINCESS NOW AN OWNER-DRIVER.

### Model Motor-Car at Glamis Castle.

Princess Elizabeth has joined the ranks of motorists and become an "owner-driver."

A model motor-car has arrived at Glamis Castle, the power being supplied by a battery operating by a foot pedal.

The Duke of York was intensely interested, and tried the new model before he taught the Princess to drive. The Princess soon learned the intricacies of steering, and now spends hours proudly driving round the castle grounds.

of a side-car outfit in a scattered parish. But youth predominated—youth in couples, the boy astride the saddle and the girl trying the pillion or the all-weather qualities of the side-car.

#### Britain Supreme.

The show was opened by Mr. Randolph Churchill, son of Mr. Winston Churchill. With him on the platform was one of the pioneers of cycling, the Rev. F. Hastings, of Eastbourne, who at the age of 94 is claimed to be Britain's oldest cyclist.

Sir Harold Bowden, speaking at the opening ceremony, said that by organisation and first-class workmanship the industry reigned supreme in Britain and also did a very large business in all parts of the world.

## BUYERS' GUIDE

### MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
BUICK.—The Dragon Motor Car Co., Ltd., 38, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.  
MARQUETTE.—The Dragon Motor Car Co., Ltd., 38, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 38, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road C. Tel. 22173.

### MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
G.M.C.—The Dragon Motor Car Co., Ltd., 38, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
DODGE.—South China Motor Car Co., 38, Des Voeux Road C. Tel. 25844.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

### MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.  
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

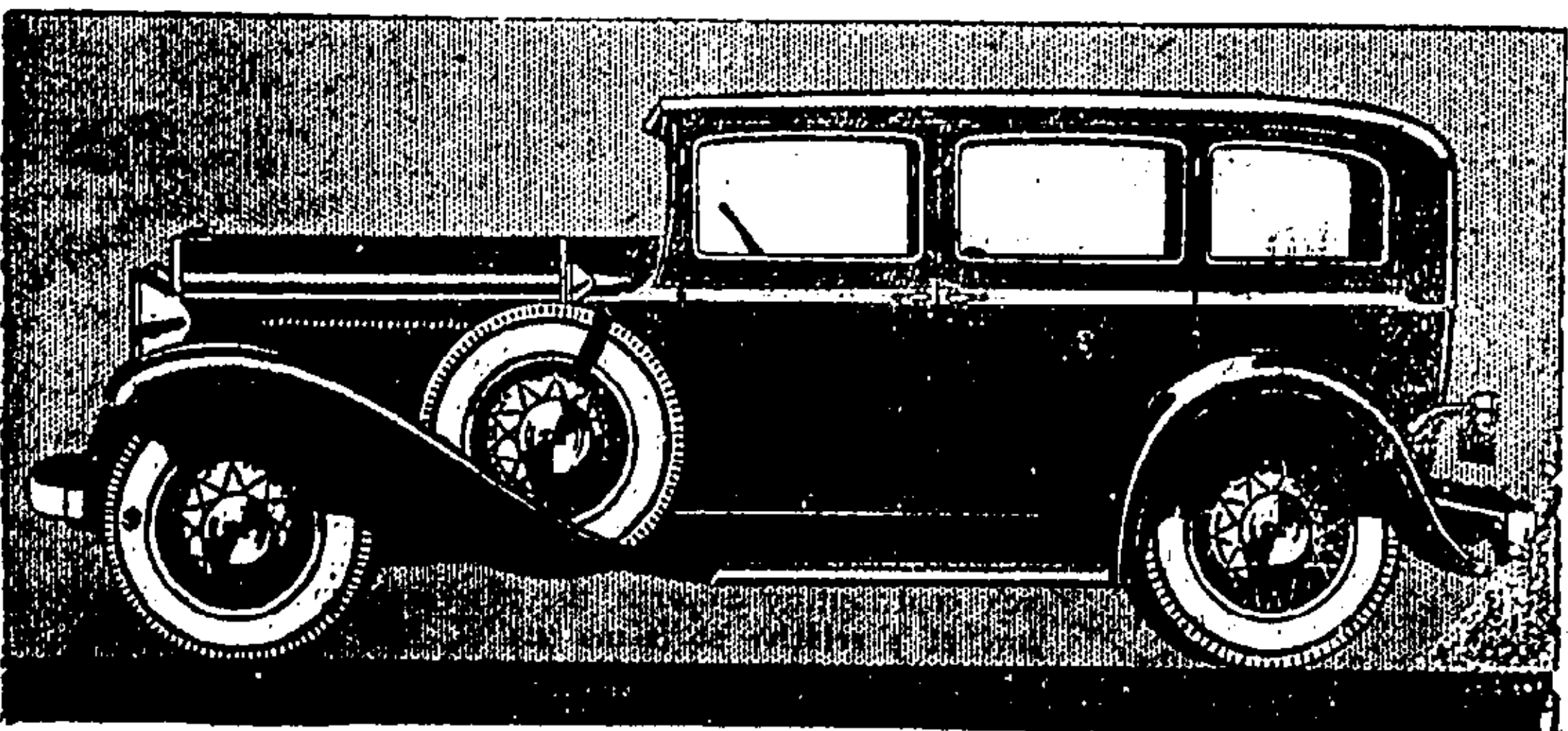
### MOTOR OILS.

GARGOYLE MORILOIL.—Vacuum Oil Company, King's Bldg.  
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

### TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 59233.  
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.  
INDIA TYRES.—W. R. Loxley Co., York Bldg., Tel. 22235.  
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.  
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
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## PERFECTED FREE WHEELING NOW AVAILABLE IN DE SOTO



## DE SOTO SIX AND EIGHT..

Perfect free wheeling is now offered as optional equipment on both the De Soto Six and Eight. The most exacting tests have proved the value of this device, as improved by De Soto, in contributing to performance, economy and driving ease.

De Soto Free Wheeling is selective, controlled by a button on the instrument panel. Operating in Free Wheeling, De Soto gears may be shifted to all forward speeds without using the clutch. With Free Wheeling there is a distinct saving in fuel, oil, and engine wear.

Smooth, powerful engines—all-steel welded bodies—weather-proof internal-expanding hydraulic brakes—smart, sweeping lines and beautiful appointments—these and many other features make De Soto great values and now Free Wheeling and Easy-Shift Transmission make them even greater in performance, comfort, driving ease and economy.

Let us demonstrate to you the wonderful features of these cars.

## THE NATIONAL MOTOR CAR CO.

71, 73 & 75, Hennessy Road, Wanchai. Telephone 27914.



## HINTS FOR CAR OWNERS

## ALWAYS USEFUL.

## SELDOM HEHEED.

When putting away a part for future use, place a tag on it with description.

Drive slowly through mud. Often-times the impact of heavy splashing will mar the painted surface of the car.

Leather can be used to make a temporary repair on a burned-out bearing, where it is impossible to obtain a new one or a garage is not equipped to make the repair.

A loose and rattling windshield glass can be securely tightened by filling the space in the frame with shellac. The solution should be applied slowly with a brush, so that it will pack tightly in the opening.

## Too Much Petrol.

Colour will identify the cause of the smoke coming from the exhaust of your car. A bluish or grey smoke is traceable to an excess of oil getting past the piston-rings. Black smoke means that there is too much petrol in the mixture.

When replacing the spark plugs in your engine use the type specified for it. The design of the combustion chamber and position of the spark plug require different lengths to place the sparks in the place in the chamber which gives the best result.

Test brakes carefully before it is necessary to make an emergency stop after the car has been washed. Water, soap, or distillate, which has been used to remove the grease, will frequently affect the brake lining, but after a few applications of the brakes it will be removed.

Tugging at the wheel while the car is standing still not only strains the steering gear, but causes unnecessary wear on the tyres as well. A car should always be in motion when steered.

## Little Trap Door.

Those who have a battery box underneath the floorboards could save themselves a good deal of time and trouble by fitting a little trap-door, preferably of the hinged variety, to give them convenient access to it. Taking up the floorboards is a job which few care to tackle, with the result that the battery is frequently neglected.

If the rear lamp is wired in series with that of the dashlamp immediate warning will be given to the driver in the event of the rear lamp failure, by the dashlamp going out. In carrying out this alteration it must be remembered that when

the lamps are in series the voltage of the two together must equal the voltage of the battery, that is, if the battery is 12 volts both lamps must have 6-volt bulbs.

Before replenishing the supply of grease in any cup about the car, see to it that the outside of the cup has been wiped absolutely clean. Otherwise some of the dirt is bound to get in with the lubricant. Once in the cup it will work down into the bearing, with the ever-present opportunity to work havoc with the part. The hubcaps of the front wheels are no exception to this rule of cleaning before adding grease.

**Slippery Roads.**  
Do not disengage the clutch and apply the brakes when it is necessary to stop a car, especially on a slippery road; never release the clutch until the car is brought practically to a standstill. This advice not only applies to the stopping of the car on a slippery road, but to general driving; it is best always to keep the clutch engaged until the car is brought almost to a standstill, because by releasing the clutch much of the control of the car is lost.

The heat from the sun's rays will rapidly dry out the paint of a motor-car body, and rain will penetrate the paint, leaving it streaked and faded, likewise mud will spot it. As a protection from the elements a mixture of linseed oil and varnish applied with a soft rag will shed rain and prevent checking due to sunlight. This will also restore to some extent the original lustre to old paint; use a mixture consisting of one-tenth varnish and nine-tenths linseed oil.

**Defective Ignition.**  
When defective ignition is traceable to the pitting or wear of the points, the latter must receive attention. This requires some delicacy of treatment, for the points are not the most rugged parts of a car's anatomy. Remove them carefully and dress them with a very fine file, or, better, on an oil stone, exercising the utmost vigilance to keep the points absolutely flat.

Carelessness in doing this work will result in rounding of the points (filing is not, though it may appear so to the initiated, a simple operation), and rounded points are little better than pitted ones. They restrict the flow of the primary current and so reduce the efficiency of induction, delivering a thin spark.

dently sprung, ensuring greater comfort for the passengers, and it is not unlikely that the improvement in this direction will include hydraulic or pneumatic systems of suspension. Rubber will also play an important part in the improvement of motor vehicle suspension.

Again reverting to engines, some designers expect the development of satisfactory two-stroke engines, which can be made very compact and simple, and of relatively small weight in proportion to their power output, as well as being highly economical.

**What Changes Cost.**  
Some expect the Diesel type engine to be perfected for use in passenger cars, thus taking advantage of the great economy it offers. This writer, however, points out that the compression ignition type of engine involves the use of very high pressures, and its weight per h.p. considerably exceeds that of the conventional type of engine.

It requires an expensive pump to feed the fuel, and difficulties are experienced in starting under certain conditions. He believes that a lighter, more compact engine, with a lower compression ratio, more economical in type than that in use in America to-day, will be a more probable development.

Probably the only reason why many of the proved improvements have not yet been incorporated in present-day automobiles is the colossal expenditure that the industry must face in any radical departure from the conventional.

When it is mentioned that it cost one of the world's largest automobile manufacturers over \$20,000,000 to make a drastic change-over of his popular model an idea may be gathered of what it would cost the industry throughout the world were a sudden and sweeping change-over made in design of the modern motor vehicle.

Thus it will be realized how warily the leading car manufacturers of the world have to move in the direction of any definite step away from the conventional type of modern motor car, which is so acceptable to motorists to-day.

## PERFECTION IN THE CAR INDUSTRY.

## More Attention Given to User's Interests.

## THE SPOTLESS MACHINE.

[By a Motoring Correspondent.]

Motor cars are still a long way from being perfect. But those who have spent a lot of time going round the stand at the Olympia Show will be the first to admit that a marked improvement in nearly every direction is being maintained.

I suppose that perfection in motor cars would be a completely silent vehicle with an infinitely variable gear, which cleaned and lubricated itself as it ran, could be turned into an open or a closed car in a second by the pressing of a button, and which cost nothing to run.

It is something like that we all want but will never get.

However, designers try hard to approach more nearly to the ideal, and many of the 1932 models represent a big advance on even last year's products.

For my own part I am particularly glad to note that more attention is being given to what might be

## PEDESTRIANS, DON'T DALLY!

Pedestrians who linger in the middle of the road to pass the time of day with their friends are the objects of a warning to be erected in the streets of Nice. The notice runs:—

"Pedestrians! On the pavement you are at home. In the road you are a guest. Behave yourself. Don't dally!"

called the user's interests. In other words, a very great deal is being done to minimise the duties and difficulties of upkeep.

The car which looks after itself has yet to be produced, of course, but we are steadily getting nearer the time when the chief and almost the only duties the owner-driver will have to do will be to fill up with petrol and oil and occasionally to press a pedal to see that the chassis is kept properly lubricated.

**Central Chassis Lubrication.**  
I have always been astonished that more manufacturers have not standardised "one-spot" lubrication. On the face of it, no other system appears to stand a chance; yet there are still a big majority of cars without it. I know there are snags—cost, difficulty of repair after an accident, liability to stoppage, and so on—but surely these disadvantages are more than outweighed by the advantage of being able to get all lubricating work done automatically.

When I tell people that I am always hoping that some manufacturer will produce a car that I can look after without having to get my hands in a mess or wear overalls, I am sometimes laughed at, especially by those mechanic-engineer-owners who simply delight in doing the dirty work themselves. On the other hand, I get a great deal of support from my friends who have not been brought up with a spanner in one hand and a grease gun in the other.

The longer I live and the more I have to do with cars the less I like crawling below them to get at some inaccessible part and the less I enjoy cleaning up the oil which has leaked from the engine, gear-box, or back axle.

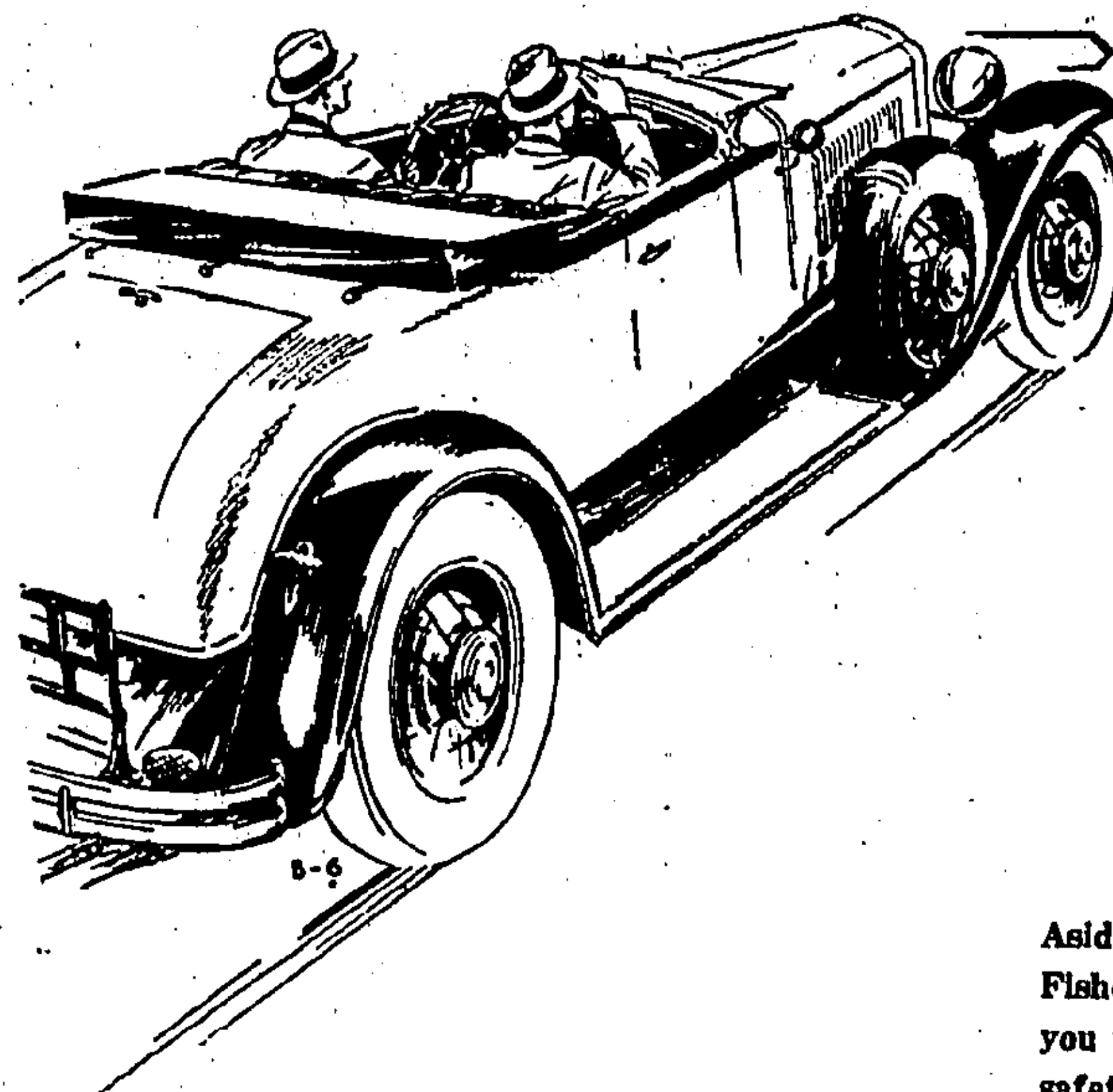
There seems no reason why it should not be possible to turn out an engine which will not leak oil and which will retain that beautiful clean appearance which it has when it leaves the factory.

I sometimes think that if only those who designed cars and built them had the job of keeping them fit and in spick-and-span condition, they would have more sympathy with us who do every odd maintenance job in our own garages on a Saturday afternoon.

## Rust-Proof Cars.

Take a very small point such as the floor coverings. In the first place, I am all in favour of the floorboards not being nailed down. There is no reason why that should be done, merely to keep them in position and rust-proof. Surely

## ALWAYS AT YOUR COMMAND



The  
**BUICK 8**

The Eight with  
Buick's Prestige

The 8 as Buick Builds It

Aside from Buick's amazing speed, smart luxurious Fisher Bodies and thrilling all-round performance — you will be just as favourably impressed with Buick's safety features.

Chief among these are Buick's big, dependable, easy operating brakes. It is a mighty comforting feeling to the driver—as well as passengers — to know that the eager power and flashing speed of the Buick Eight are always under safe, perfect control.

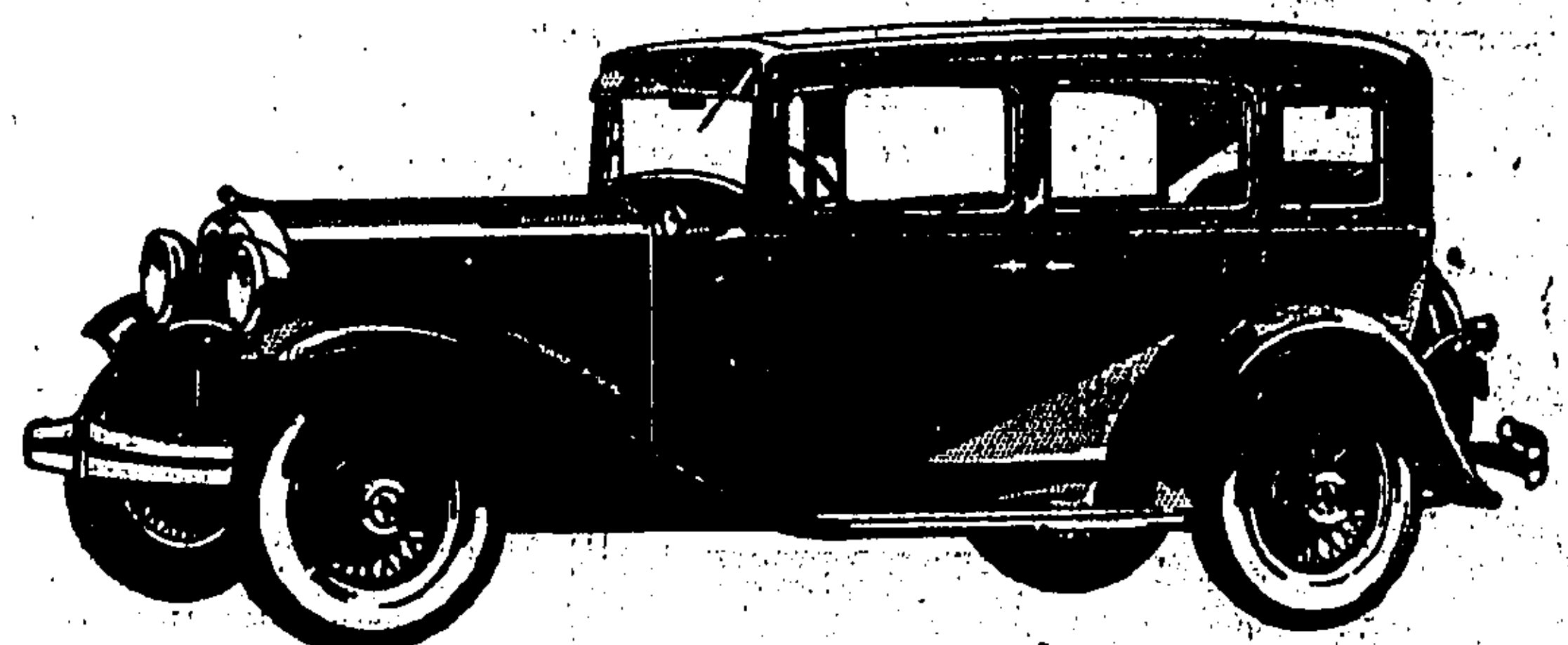
Play safe in selecting your car. From any and all angles, you'll like The Eight as BUICK Builds It. They are real motor cars . . . the kind you have always wanted to own.

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30223.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

## PRODUCT OF GENERAL MOTORS

A NEW PACE—  
A NEW SPIRIT

There's an entirely new sensation in store for you when you take the wheel of a Dodge Six or Eight with positive Easy Gear Shift and silent second, dependable Free Wheeling and Hydraulic Brakes. These factors unite with the flashing alertness of Dodge acceleration to give you amazing responsiveness, delightful handling ease and matchless safety . . . a sense of effortless, gliding motion under instant, easy control. You can "Free-Wheel" in all forward speeds. You can shift at any speed without declutching. The lightest touch brings quick, sure results in shifting gears, and you can drive with or without Free Wheeling at will by the use of the dash control. Double-Drop Box-Center Frames, Mono-Piece Steel Bodies and Low Center of Gravity are further modern features. And dependability in the finest Dodge tradition assures you of lasting satisfaction and economy.

**DODGE BROTHERS**  
SIX AND EIGHT

SOUTH CHINA MOTOR CAR CO.  
33, Des Voeux Road Central.

Tel. 25644.

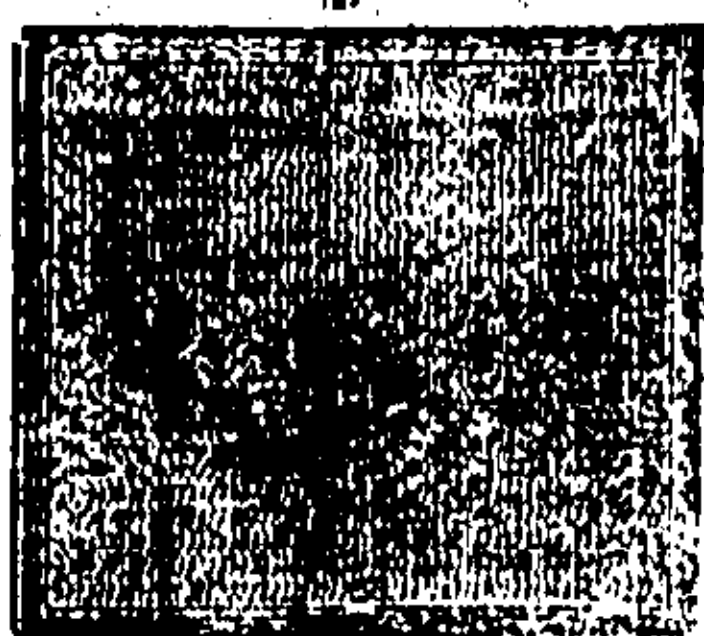
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WHICH SERVICE









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(English Hall Marked.)

THERE IS A SELECTION WORTHY OF YOUR INSPECTION OF ENGLISH MANUFACTURE, BEAUTIFULLY FINISHED, AND A VARIETY OF EXCLUSIVE AND ORIGINAL PATTERNS OF ENGINE-TURNING.

THERE IS REAL VALUE IN EVERY CASE.

Jewellery Dept.  
**LANE, CRAWFORD, LTD.**

### KAIPING HOUSEHOLD COAL

In Lots of not less than 1/2 ton.

Delivered to Peak District (above Bowen Road), \$23.00 per ton.

Delivered to Bowen Road and Lower Levels, \$21.00 per ton.

Delivered to Pokfulam Road, \$23.00 per ton.

Delivered to Kowloon, \$19.00 per ton.



Orders should be sent in writing at least 24 hours before the Coal is required. All orders must be accompanied by Cash, Cheque, or Compro Order payable to "The Kailan Mining Administration."

**THE KAILAN MINING ADMINISTRATION.**  
Head Office:—TIENTSIN.  
DODWELL & CO., LTD., Agents, Hong Kong.

**G. FALCONER & CO., (HONG KONG) LTD.**  
WATCHMAKERS & JEWELLERS  
DIAMOND MERCHANTS.  
Union Building (opposite G.P.O.)  
Agents for:—ADMIRALTY CHARTS,  
ROSS'S BINOCULARS AND TELESCOPES,  
KELVIN'S NAUTICAL INSTRUMENTS,  
ENGLISH SILVERWARE, direct from Manufacturers,  
High Class English Jewellery.



"A refreshing tonic."

**STILCO**  
GENUINE MILK STOUT.

Sole Agents:—

**H. RUTTONJEE & SON.**

15, Queen's Road, Central.

### THE ARMY BOXING CHAMPIONSHIPS.

To Be Held Earlier This Year.

IMPROVED STANDARD.

For sometime there has been considerable activity amongst the Troops stationed within the Area as regards boxing—voluntary classes have been formed and the attendance at these classes has been very gratifying; the quality of the boxing in general has improved greatly, so much so that it has been decided to hold the Army Area Championships earlier than usual.

It was hoped that the City Hall could have been engaged for this Tournament, but owing to this being declared "unsafe," the Naval Canteen, Wanchai, (by kind permission of the Naval Authorities) has been decided upon.

The preliminary bouts will be fought about a week before the Semi-finals and Finals, and only the latter bouts will be staged at the Naval Canteen, the date fixed being Friday, January 29, 1932, the prices for seats will appear in the advertisement columns in due course.

About 50 entries have been received, including quite a number of men who have had experience in boxing before joining the Army, and a real good evening's sport can be looked forward to by local boxing enthusiasts.

All bouts are of 3 rounds' duration, which necessitates "action" all the time the men are in the ring, and, of course, all these Military boxers are amateurs in the sense that they do not box for cash prizes.

### FIRST MACAO EXTRA RACE MEETING.

Entries for Sunday's Turf Event.

Entries for the 1st Extra Meeting of the Macao Jockey Club for next Sunday have been announced as follows:

1. The Chefoo Handicap; First Division; One Mile.—Bay of Bellingham II, 152; Brown Eyes, 145; Glorious Stag, 147; Mascot, 148; New King, 148; Silver Key, 149; Sunning, 150.  
2. Weihsaiwei Plate: First Division; Six Furlongs.—Arminius, 153; Golden Glory, 159; Heclie, 153; Hsin Sui Woo, 153; Indian Plain II, 153; Jingo, 156; Jus Gentium, 153; Lightship, 153; Stirling Castle, 153.  
3. The Hong Kong Handicap: One and a Quarter Miles.—Crown Prince, 157; Duke of Chantilly, 152; Herodotus, 145; King's Counsel, 158; Lobster Bay, 148; One Third, 150; Orlando, 155; The Gomeril, 140.  
4. The Peiping Handicap: One Round.—Blue Heaven, 155; Cream Cracker, 140; Edenbridge, 148; Mount, Elburz, 155; Shanghai Beau, 140; Tango, 155; Thunderous Stag, 153; Vamoose, 140.  
5. The Chefoo Handicap: Second Division: One Mile.—Choctaw II, 151; Country Club, 150; Flornotta, 155; Happy Choice, 146; Heliotrope Leaf, 155; Movanager, 155; Sunny Day, 150.  
6. Weihsaiwei Plates. Second Division: Six Furlongs.—Bonzo, 153; Genghis-Khan, 150; Gold Standard, 159; Matsushima, 150; Pasha, 153; Pure Music, 159; Shawnee, 153; The Slow Bird, 153; Violin, 159.  
7. The Chefoo Handicap: Third Division: One Mile.—As You Like It, 157; Blue Plane, 155; Bright Eyes, 157; Celerity, 150; Grumpy, 153; Silver Arrow, 147; Tai Ping Yang, 157.

8. The Hong Kong Handicap: One and a Quarter Miles.—Crown Prince, 157; Duke of Chantilly, 152; Herodotus, 145; King's Counsel, 158; Lobster Bay, 148; One Third, 150; Orlando, 155; The Gomeril, 140.

9. The Chefoo Handicap: Second Division: One Mile.—Choctaw II, 151; Country Club, 150; Flornotta, 155; Happy Choice, 146; Heliotrope Leaf, 155; Movanager, 155; Sunny Day, 150.

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11. The Chefoo Handicap: Third Division: One Mile.—As You Like It, 157; Blue Plane, 155; Bright Eyes, 157; Celerity, 150; Grumpy, 153; Silver Arrow, 147; Tai Ping Yang, 157.

### I.R.C. CRICKET TEAM AGAINST NAVY.

Saturday's Home League Fixture.

The following have been selected to represent the Indian Recreation Club in their League match against the Royal Navy, on Saturday, January 15, at 2.30 p.m. at the I.R.C. ground on Saturday at 2.30 p.m. The following have been selected to represent the Indian Recreation Club in their League match against the Royal Navy, on Saturday, January 15, at 2.30 p.m. at the I.R.C. ground on Saturday at 2.30 p.m.

### KOWLOON FOOTBALL CLUB TEAM.

Against Navy and the University.

The following teams to represent the Kowloon Football Club in their League matches on Saturday have been selected.

The senior eleven will play the Navy at Chatham Road at 4 p.m. and will be composed of the following players:—Gurevitch; London; Martin; Bliss; McKelvie; Duncan; Dornay; Gillett; Timberlake; Simpson; and Eastman. Reserve: Hast.

The juniors will meet the University at Chatham Road at 2.30 p.m. The following have been selected:

Fowler; Wells; Williams L.; Greenberg; Whitfield; Williams, A.B.; Nicholls; Everest; Cotton; Blake and Phillips. Reserves: White and Noonan.

### KOWLOON GOLF.

Two Qualify for the Captain's Cup.

Playing in the Captain's Cup on January 9 and 10, J. D. Litton (82—13—69), and G. P. Murphy (83—13—70), both qualified.

### RADIO TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres:

5-8 p.m.—European Programme.

5-5.25 p.m.—Operatic.  
Aida (Verdi) Ritorno Vincitore.  
Eva Turner, Soprano (L2150).  
The Magic Flute Overture (Mozart).  
Sir Thomas Beecham.  
Conducting London Symphony Orchestra (L1001R).

5.25-5.43 p.m.—  
Brigg Fair—An English Rhapsody (Delius).  
Sir Thomas Beecham and Symphony Orchestra (L2294).

5.43-6.13 p.m.—European Children's Concert from the Studio.  
6.13-7.12 p.m.—Variety.  
Vocal Duet.  
Rio Rita—'I'd Rather Have a Memory of You'.  
G. Gwyther & Edith Day.

Song.  
Rio Rita—The Rangers Song.  
G. Gwyther and Rangers (DX54).

Monologue—Old Sam.  
(a) Pick up that Mucklet.  
(b) 'Alt Who Goes There!'  
Stanley Holloway (DX108).

Orchestral—  
With a Song in My Heart.  
E. Contes and the Court Symphony Orchestra (DX69).

Descriptive Sketch—  
Caller Herrin.  
My Ain Folk.  
Columbia Dramatic Players (DX200).

Band—  
Review of Reviews.  
Debroy Somer's Band (DX257).

Humorous Sketch—  
Motoring.  
Harry Tatt & Co. (DX215).

7.12-7.34 p.m.—Orchestral.  
A Village Romeo & Juliet (Delius).  
Sir Thomas Beecham & the Royal Philharmonic Orchestra (L2087).

Anagron Overture (Cherubini).  
Willem Mengelberg and Concertgebouw Orch. (L1972).

7.34-8 p.m.—Pianoforte Solos.  
Impromptu No. 1 in F Minor (Schubert).  
Impromptu No. 3 in B Flat (Schubert).  
Ethel Legnina (9477).

Impromptu No. 2 in A Flat (Schubert).  
Impromptu No. 4 in F Minor (Schubert).  
Ethel Legnina (9478).

8 p.m.—Local Time & Weather Report.  
8.03-10.30 p.m.—Chinese Studio Concert.  
10.35 p.m.—Close Down.

All records in the above European programmes are kindly supplied by Messrs. Anderson Music Co.

to the Queen's Theatre to-day did neither when it happened to him. It was during the filming of this picture that the unfortunate incident occurred to King. While rehearsing a scene with his lady love, Irene Dalrymple, who plays the leading feminine role, King suddenly discovered in the midst of his love-making that the bottom of the fondle in which they were riding was covered with water.

It was just play-acting for King and King's lady love, the actress, who was really laughing at the situation. King, however, was not laughing and he was not alone in his predicament. The other actors and actresses were also laughing at the situation.

Speaking of social etiquette, what should a romantic young man do when he is riding with his sweetheart across the bay of Naples under moonlight skies, singing to her and whispering sweet nothings in her ear—when, suddenly he discovers that the gondola has sprung a leak?

Perhaps it would be correct to write Emily Post, or an advertisement recommending light watches may call for it.

Charles King, who plays a lead role in "The Man They Couldn't Arrest," is a member of the "G.P.S." which is a group of actors and actresses who are known for their social etiquette.

### ROUND THE LOCAL CINEMAS.

What Mail Reviewers Say.

"TILLY OF BLOOMSBURY."

Another milestone has been reached, in the progress British films are making on the road to perfection, with the film version of Ian Hay's excellent comedy, which starts showing at King's Theatre to-day.

We had an opportunity of seeing this picture at a recent Press review, and have not the least hesitation in suggesting that, if you wish to be well-entertained and amused, you should not miss seeing this British production.

The film is cleverly produced and excellently photographed; and the all-star cast puts it across just as it ought to be put across. It is no exaggeration to say it is a winner, and we expect to find King's Theatre drawing good houses at every show during the next three days.

One piece of sound advice—book early.

From Official Sources.

"ANNABELLE'S AFFAIRS"

Making the right guess at a critical moment decided the career of Jeanette MacDonald, beautiful screen actress, who is co-featured with Victor McLaglen in "Annabelle's Affairs," coming to the King's Theatre next Sunday.

Miss MacDonald was a Philadelphia high school girl, still in her teens, when she visited her sister, Edith, in New York, who had a part in a musical show playing at the Capital Theatre. Ned Wayburn, owner of the show, became interested in the youthful sister.

"Can you dance?" he asked her. The reply was affirmative. "Then do a time step for me," commanded Wayburn.

Not at all sure she knew what a "time step" was, Jeanette tried. She guessed right and Wayburn gave her a place in the revue.

When MacDonald joined the "Night Boat" company, it having been discovered she possessed a soprano voice of unusual quality.

This led to leading roles in several musical productions including "The Magic Ring," "Tip Toes," "Yes, Yes, Yvette" and "Sunny Days."

Then Ernst Lubitsch signed her to play opposite Maurice Chevalier in the screen's first musical romance, "The Love Parade," and she rose to immediate fame in her first picture.

Subsequently she was placed under contract to Fox Films, appearing in "Oh, For a Man" and "Don't Bet on Women," in both of which she scored heavily.

"Annabelle's Affairs" is based on the farce, "Good Gracious Annabelle," well remembered as a success on the stage.

The supporting cast comprises Roland Young, William Collier, Sr., Ruth Warren, Sam Hardy, Joyce Compton, Sally Blane, George Andre Beranger, Ernest Wood, Ted Prouty, Walter Walker, Wilbur Mack and Louise Beaver. Alfred Werker directed.

### "THE MAN THEY COULDN'T ARREST"

For one scene in "The Man They Couldn't Arrest," Miss Renee Clams had to cry, and did the tearful business so well that she was still crying some minutes later when an interviewer sought a word with her in her dressing room. Between sobs she admitted that she was enjoying the picture immensely—and she was perfectly sincere! Miss Clams has an exciting part in this most unusual of dramas, seeing that her lover (High Wakefield) was instrumental in discovering her father's associations with a notorious gang.

### "OH SAILOR BEHAVE!"

Speaking of social etiquette, what should a romantic young man do when he is riding with his sweetheart across the bay of Naples under moonlight skies, singing to her and whispering sweet nothings in her ear—when, suddenly he discovers that the gondola has sprung a leak?

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Charles King, who plays a lead role in "The Man They Couldn't Arrest," is a member of the "G.P.S." which is a group of actors and actresses who are known for their social etiquette.

### HONG KONG

THE PENINSULA HOTEL;  
HONG KONG HOTEL; REPULSE BAY HOTEL; Y. PEAK HOTEL

### SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;

### HOTELS,

LIMITED

In association with the Grand Hotel des Wagons Lits, Peking.

### MARBLE HALL

51, Nathan Rd., Kowloon.

Tel. 57489.

A Select Private Hotel furnished with an eye to the comfort of its tenants. Single and double suites of rooms with private bathrooms attached.

### THE HARBOUR VIEW PRIVATE HOTEL

9-12, Chatham Road, Kowloon.

Finest Situation on the Peninsula. Large Airy Rooms with Full Benefit of the Cool Sea Breeze. Unequalled Cuisine.

Tel. 56734. Proprietors—Mrs. Gardner. Cable Add. "Harview."

### THE CHINESE RESTAURANT, LTD.

OPEN DAILY 11 A.M. TO MIDNIGHT.

We take pleasure in offering the following special menus for the consideration of our patrons. These special menus are prepared by our expert chef.

### MENU.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Liver & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Stewed Duck with Greens.
5. Thick Milk Gravy with Preserved Fruits.
6. Mixed Rice in Fresh Lotus Leaf.

PRICE:—\$2 per dinner per head.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Liver & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Thick Milk Gravy with Preserved Fruits.
5. Mixed Rice in Fresh Lotus Leaf.

PRICE:—\$1.50 per dinner per head.

A LA CARTE.  
Single dishes can be obtained at Prices on list.

Special dishes ready for Patron's Order at all hours.

There is a special à la carte menu in English from which patrons can order other dishes also as moderately charged as the menu. One can choose to the individual taste, such as chicken, duck, swan, shark's fins, bird's nest soup, beef or fried grouse, pigeons, as well as one hundred other delicacies too numerous to enumerate.

### THE CHINESE RESTAURANT, LTD.

26, Des Voeux Road Central.

Y. C. LUM (Manager).

### Dr. Saa de Wandemar

A MASTER-MAGICIAN & HYPNOTIST of great versatility. World renowned and much travelled personality. AMAZING FEATS OF MYSTIFICATION. APPEARING IN A UNIQUE PERFORMANCE.

### PENINSULA HOTEL

ROOF GARDEN

SUNDAY, 17th JANUARY.

From 9.30 P.M. to 12 Midnight.

AN ENTERTAINMENT PRODUCTIVE OF THRILLS AND WONDERMENT.

Seating accommodation for 500.

Admission £2.50, including tax.

Boxing £10.00, including tax.

Boxing £10.00, including tax.

Boxing £10.00, including tax.

Boxing £10.00, including tax.



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HONG KONG SHANGHAI MANILA

## DAIRY FARM NEWS

We BEG to announce that from TO-DAY and until further notice all MILK and CREAM sold by us will be Pasteurized and may be consumed as delivered to customers. This step has the full approval of the Medical Officer of Health.

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### BIRTH.

CLEMO.—On January 13, at the Victoria Hospital, to Elizabeth (nee Tolan), the wife of F. C. Clemo, a daughter.

### The China Mail.

Hong Kong, Thursday, Jan. 14, 1932.

### The Engineer in India.

All the world may love the sailor, but all the world must respect and admire the engineer. Civilisation is greatly indebted to him, and nowhere more so than in India, that great country today in the throes of severe political discontent, where many wonderful and immense monuments stand to his credit. His achievements are to be found scattered over the face of India, from the Himalayas to Cape Comorin, and from Karachi to Calcutta and yet farther East. His two most recent achievements are the Bally Bridge, near Calcutta, in connection with which the Viceroy attended the opening function last month, and the Lloyd Barrage, system just declared open. Both these are colossal engineering feats, and it is no exaggeration to describe them as such and as memorable events in the history of India.

The Bally Bridge, some five or six miles above Calcutta, is essentially a railway bridge. It spans the River Hughli, and satisfies what is usually termed a "long-felt want." Its construction has been spread over almost five years. It ranks as a great engineering feat, because of the difficulties which had to be contended with in the course of its construction. Anybody who has any experience of the River Hughli will appreciate some of the difficulties the engineers had to contend with.

The Lloyd Barrage scheme, which has been building eight years, will bring the waters of the River Indus to a hitherto arid great plain. It is an immense project skilfully and now successfully completed, and the benefits to be derived from it cannot just now be fully estimated. It is undoubtedly the greatest scheme of its kind in the world to-day, and the knightship conferred on the chief

engineer is well-merited. The barrage scheme will be a lasting monument to British engineering on behalf of India's masses.

### Finland Goes "Wet."

A plebiscite has just been taken on the repeal of the Finnish prohibition law. It evoked great popular interest. The poll returned an overwhelming victory for the "Wets," so for all practical purposes, prohibition has now been abolished in Finland, although it will not be until next month that the statute will disappear from the statute book of Finland.

A bill is now said to be under preparation to regulate the manufacture and sale of beer, wines and liquors. This bill provides for the establishment of a State monopoly, the profits from which are to be shared by the treasury and the social service administration.

For some time now it has been recognised in Finland that prohibition was a greater evil than that which it was introduced to check, and into the bargain, very expensive to maintain, even indifferently. And so the authorities admitting defeat decided to refer the matter to the people for their decision. The result of the referendum is very clear. Whereas, 290,000 voted for repeal of prohibition, and 4,500 for modification, there were only 97,000 who plumped for its maintenance.

One of the reasons said to be responsible for Finland's reversal of its prohibition policy is that medical and other experts maintain that in the colder latitudes liquor is necessary as an aid to withstand intense cold. Also, there has been developing of late, a feeling amongst the Finns that in this matter there should be no official interference.

with those who wish to drink, so long as they drink in moderation and without making of themselves public nuisances. Apparently for this reason, the sale of alcohol, according to a provision of the new bill, will be restricted to restaurants and cafes, where there will be no limit placed on individual consumption on the spot, and permits will be issued only to persons and householders of sober habits and without criminal record.

With this Finland closes a chapter on an experiment which has proved a decided failure.

### News in Brief.

Lowest open air temperature yesterday was 57. Humidity at 10 a.m. was 41 and 45 at 4 p.m.

We have received from Messrs. J. M. da Rocha, a useful Anglo-Chinese Date Book, issued by Max Factor's Society-Make-Up.

A Chinese, Chan Kwai, (44), of No. 149, Third Street, was sent to the Government Civil Hospital, with a fractured left leg. He is said to have been knocked down by an unknown motor car in Des Voeux Road West yesterday afternoon.

At the Central Magistracy yesterday afternoon Mr. E. H. Williams heard further evidence in the case in which a Chinese was charged with throwing corrosive acid at a stall-holder in Hollywood Road on October 30. The hearing was adjourned.

Dr. J. E. Cogan's car, which was taken from its parking place at Hankow Road, opposite the Peninsula Hotel, between Tuesday evening and yesterday morning, was yesterday found abandoned at Prince Edward Road, with everything intact. Obviously the work of "joy-riders."

Tong Ngan Kwan, a licensed motor driver, reported to the Police that whilst driving Hong Kong Hotel Bus No. 57, in Queen's Road Central, near Ho Tung Building, last evening, he accidentally knocked down a Chinese boy named Chan Shun, of No. 6, Ting Man Street. The boy was removed to the Government Civil Hospital with a fractured left leg.

### PLANE EURASIA.

Peking, Jan. 6.

The Eurasia No. 1, after a successful trial flight to the North-west last month, took off from Illi, Sinkiang, yesterday, on her return flight to Peking, according to telegraphic reports received here to-day. Stops will be made at Hami, Jospin, Kueihua, and other cities en route. She is due here to-morrow, barring all unforeseen obstacles.—Kuo Min.

### MONEY "WASTED" OVER DOCTORS.

Judge Crawford's View.

Judge Crawford, who is the son of a doctor, at Southern County Court said: "There is a great deal of money wasted over doctors in these days. When I was a child most mothers did doctoring, and that was sufficient." "I am not quite so credulous as other judges seem to be," declared his Honour, when he learned that another Court had not apportioned compensation money among various dependants. "It seems to me," he added, "that some Courts do what people ask them to do, not what Acts of Parliament say they shall do. I get case after case from other courts, and I have to try to undo some of the mischief they have done."

## A PARIS SENSATION HOLDERS OF GRAND CROSS OF LEGION OF HONOUR SUMMONED. ALLEGED GRAVE CHARGES.

Paris, Jan. 6.

A sensation was caused here to-day by the announcement that several prominent holders of the Grand Cross of the Legion of Honour have been ordered to appear before the Chamber's special committee to answer charges of having committed or sanctioned certain transactions which are incompatible with their position. No names have so far been divulged, and the authorities, apparently, are making every possible effort to keep the matter secret. The charges are said to be of a financial nature, and the committee will be asked to report on the matter. It was announced that the names will be published immediately it was announced that the names will be published immediately.

## POSITION OF CHINA'S NEW GOVERNMENT VITAL CHANGES IN ITS ORGANISATION

COUNCIL ALL IMPORTANT

PRESIDENT OF THE EXECUTIVE YUAN  
EXPLAINS POSITION.

Nanking, January 6. Mr. Sun Fo, President of the Executive Yuan, has issued an important statement defining the position of the New Government. Following is a translation:

At the 1st Plenary Session of the 4th C.E.C., an amendment to the Organic Law of the National Government was adopted, introducing vital changes in the central political organization. According to this amendment, each of the five Yuan is to be responsible directly to the Central Executive Committee of the Kuomintang. As the C.E.C. directs the Government through its political committee, i.e., the Central Political Council, the five Yuan also bear direct responsibility towards the Council. It is this Council which is responsible for the formulation of all important domestic and foreign policies of the National Government, the five Yuan merely carrying out these policies under the aegis of the Council.

It may therefore be clearly seen that the Executive Yuan, as a "responsible cabinet," for the simple reason that the Executive Yuan has no power to decide upon administrative policies, being responsible merely for the carrying out of policies formulated by the Central Political Council.

For example, when recently I assumed my duties as President of the Executive Yuan, I was asked by members of the Press to state my administrative policies. As a matter of fact, the Executive Yuan can have no independent administrative policies, it being entirely the power as well as the responsibility of the Central Political Council to formulate and announce such policies.

### Foreign Policy.

Among the numerous weighty questions now confronting the Government, the one that has presented the most serious difficulties is that concerning Foreign Policy. Public opinion has also been articulated regarding this question, a large section of the people advocating the adoption of active measures of resistance and self-defence. Whether or not the new Government is to adhere to the policies laid down by the previous Special Foreign Relations Committee, the Executive Yuan itself has no right to decide. It is a matter within the competence of the Central Political Council only. Now, the Standing Committee of this Council, consisting of Comrades Chiang Kai-shek, Hu Han-min and Wang Ching-wei, shoulders the highest responsibility for directing the political administration. It is very much to be deplored that although many important questions await solution by the Council, these three members of the Standing Committee have not yet come to the Capital.

We must all realize that, unless the Central Political Council is strong and sound in its composition, it would be well-nigh impossible to have a strong administration. In order to tide over the present national crisis, it is imperative that all Central leaders and the people should unanimously urge Comrades Chiang, Hu and Wang to return to the Capital.

### Manchurian Situation.

As regards the Manchurian situation, the crisis, instead of subsiding, has been growing daily more grave. For various reasons, the North-Eastern Forces have failed to put up effective resistance against the aggressions of the Japanese.

While the people may have been too severe in their criticism of the North-Eastern Forces, the Government can not but regard this popular resentment as an extremely healthy sign. Had the people remained indifferent and apathetic even after the loss of thousands of miles of national territory, our claim as a nation and a State would have been sheer mockery.

The Cause of Civil War. On the other hand, the people

must realize and appreciate the exceedingly difficult position in which the nation now finds itself. During the past two decades, we have been busy engaging in civil wars, paying absolutely no attention to national defences. It is only the recent foreign aggressions that have rudely awakened us to the imperative necessity of effective measures of self-defence. While such a re-awakening is certainly not without its value, it is however to be hoped that it will be permanent and will create in us a firm determination to struggle to the end.

As for the proposed recovery of lost territories by means of force, I am afraid that, at least for the present, we are not yet in possession of the means necessary to carry this into effect. This should not, however, throw us into despair. In fact, it is our firm conviction that so long as the nation is fully awakened and is determined to struggle, the time will come when we will be able to recover our lost territories.

For the time being, we must concentrate our energy upon the reorganization and stabilization of our domestic political situation. For only when a strong and stable government has been established, can we present a united front against our aggressors.

### National Finances.

The most thorny domestic question is, of course, that relating to finances. I may even say that our financial difficulties are without a parallel in the whole world.

The Executive Yuan has recently adopted a revision of the regulations governing the organization of the National Finance Commission in accordance with the decisions agreed upon at the Shanghai Peace Conference. By the revised regulations, the power of supervising all appropriations of national funds is delegated to this Commission. With the exception of funds required for national defence, or bandit suppression, the Commission is empowered to withhold appropriations which are to be used for the purpose of carrying on civil war. In this way, not only Government finances, but financial authority as well, will be open to the people.

Lastly, the prevailing state of misrule and maladministration in the various provinces has aggravated the sufferings of the people. Representations have been made to the Central Government by the people in the various localities urging the redress of such grievances. The Government considers it therefore its bounden duty to rectify this deplorable state of affairs in order to mitigate the people's sufferings.

It should be realized that the present unified Government, is brought about by the sincere union of Party comrades; it is not built upon a foundation of military influence. What is of paramount importance at present is therefore the real unity of Party comrades in order to lead the people in a joint struggle for the overcoming of the pre-

(Continued on Page 7.)

### Ten Years Ago.

(From the "China Mail" of January 14, 1922.)

To-day's dollar is worth 2/7 1/2.

It is too soon yet to say definitely that the spark of Chinese seamen is settled. There are high hopes that the work will be signed on Monday, but it all depends upon what the seamen who have gone to Canton, and who form a big majority of the strikers, have to say about the proclamation that was issued yesterday afternoon by the Secretary for Chinese Affairs (the Hon. Mr. Li Hui-fan).



## A PAIR OF STRIPED TROUSERS

### SYMBOL OF RESPECTABILITY.

An Interesting Bit of Psychology.

By JOHN BROPHY.

"The respectability of the English," said the Canon, sipping his iced lager, "is one of the biggest problems a parson has to face."

He gazed round meditatively at the cane chairs, the vine verandah, and the sweating orchestra of Lemonias.

"You mean," I suggested, "that Anglican Cairo would disapprove of your coming here in the evening?"

The Canon shook his big round head. "That's a mere personal inconvenience." He grinned, and a boyish, uncanonical grin. "And as you see, I don't allow the disapproval of the righteous to rob me of my beer and conviviality. But what I meant was the English tendency to smother religion in respectability. They don't see any dividing line. If you have a certain position to keep up you go to church, in much the same way as you keep a car and dress for dinner. It's better at home, I believe, now. Churchgoing is rather disreputable, in the towns at any rate. Carries no social kudos. Consequently what congregations they get are willing. People who want to be at church, not people who think they ought to go even if it bores them. But here in Cairo it's another story. We're still living in the Victorian Age. People turn up because they are part of the British garrison. Keeps up their prestige. Shows they haven't gone black and Levantine."

"That's not a bad thing," I protested gently.

The Canon looked surprised. "I wasn't suggesting it was. But it's not religion. It's respectability. Sometimes I think respectability is the toughest, most fundamental, most enduring quality in the English character. There was that man with the striped trousers, for example."

"You never told me about him."

"Didn't? Well, I suppose I've never made up my mind what his motive was. He was a renegade. He'd gone native, very poor native too, years before the war. I buried him under the name of Charles Fenwick, but I've no idea if that was faked or not. Nobody knew anything about him, and the people he lived among out at Rod el Farag knew him only as El Ingelisi. He had tried to forget his birth and his nationality, to submerge himself in Arab Cairo completely. Drink started him that way. Whisky before sunset. Then hashish. While he was an Englishman he found he starved. Nobody wanted him, nobody would stand him a drink or give him a bed. That was after he'd taken to the hashish. But he found that if he wore a galabayah and a tarboush he could always beg enough to buy the drug, and poor people would give him enough food to keep body and soul together. So he became to all intents and purposes a native, a beggar, sleeping in doorways and eating byres. He got dirty, of course, and developed sores all over his body. His skin went dark and rough, and it's not uncommon to

see Egyptians with pale blue eyes. He passed right out of the ken of the British community long before I came out here.

"I only saw him twice before he died, and the first time I had no notion he was English. It was out at that tree they say Mary rested under during the flight to Egypt."

Nothing but a legend, of course, but interesting, and I was taking a party of visitors round Cairo, so I stopped there and told them about it. There was an old man in rags sitting in the shade with a beggar's bowl. There is always one of that sort, and I would have paid no attention to him but for the fact that I thought he was attending to what I was saying. You know, a man's eyes look quite different if he understands your language. I thought this poor old beggar might once have been a student with a smattering of English who'd fallen on bad days. But when I spoke to him he answered in Arabic, as if he didn't grasp a word, whining for money. I gave him a little and went off.

"The next time I saw him was in my church, at the Christmas evening service. He was sitting right at the back, next the door, with his tarboush in his hands and his long, dirty white hair tousled all over his head. And his galabayah was tucked into a pair of black striped trousers! Some of the congregation—God forgive them; I suppose they were young and knew no better—kept turning their heads and tittering among themselves. Just imagine it! Through years of filthy beggary he had kept a pair of respectable trousers, and now he had come to church in them because it was Christmas."

"Being a sentimental fool, I was touched. I made up my mind to get hold of him after the service, but he was too quick for me. He slipped out during the last hymn. I made inquiries everywhere, but it seemed hopeless. And then one evening a schoolboy came to see me. His English wasn't very good, and I was only learning Arabic at the time. But I gathered he lived at Rod el Farag and went to the secondary school there. He told me that an old beggar they called El Ingelisi had died in a mud hut and had left a note to be given to the parson at the English church. It was quite a short note, in a feeble, illiterate scrawl: 'Bury me Christian in my striped trousers.' He signed it 'Charles Fenwick,' and that's the name I put on the headstone. I found the trousers carefully folded and wrapped in brown paper under his head when I went out to see the body."

"A very interesting bit of psychology," I said.

"I dare say," the Canon returned. "But I wish I could make up my mind whether he wanted me to bury him because I'm a minister of religion or because I'm a symbol of English respectability. If I knew the answer to that question I'd understand my congregation a lot better than I do."—Manchester Guardian.

## PIG BREEDER ROBBED.

Stock in Trade Carried Away.

BOUND AND GAGGED.

How a pig breeder was robbed of his stock is narrated in Police reports this morning.

Lau Cheung, (33), residing in an unnumbered, run-down near Tin Wan, Chai, Sai King District, the victim, was in his hut on the night of January 12, when his dog started barking. He went outside and saw a small boat with a brown sail, lying close inshore. There was no one in the boat at the time, but four men were walking up the fore-shore in the direction of his hut. They halted and sat down on a grassy ridge some distance from the shore. The farmer saw nothing extraordinary in this, and

went back to his hut, leaving the door open.

About three hours later, the four men entered the hut, each carrying a pole. Two of the men seized him, pulled a pair of trousers over his face, and gagged him. They also tied up his four-year-old son, who was also an occupant of the hut.

Having done this they ransacked the hut, and then went outside. The victim heard the pigs squealing, and concluded that the robbers were stealing them. After about an hour the men returned, and the victim heard one of them say, "Ah Fuk, if you want rice, I have prepared it."

After the robbers had departed, Lau managed to bite through the string that bound him and released himself, and his son afterwards reporting the incident.

The livestock stolen was 10 pigs and 45 chickens, and in addition some clothing and money, the total value being \$221.50.

## LOCAL SHARE MARKET.

Prices Remain Unaffected.

QUIET TONE.

The official summary issued by the Stock Exchange to-day states:—A very quiet tone prevailed at the morning session, but prices were still more or less unaffected.

**Sales.**  
Hotels (old), \$15.30.  
China Lights, \$26.90.  
Trams, \$22.50.  
Cements (combined), \$19.65.  
**Buyers.**  
Douglases, \$23½.  
Chinese Estates, \$95.  
Trams, \$22.40.  
Canton Ices, \$5½.  
Ropes, \$18.  
Dairy Farms, \$29.20.  
Constructions (new), \$1.80.  
Providents (old), \$5.30.  
Providents (new), \$2.40.  
Singapore Tractions, 3/4.  
Cements (combined), \$19.60.  
Cements (old), \$12¾.  
Sinceres, \$16.  
H.K. Government Loan, 2½% per cent. premium.

**Sellers.**  
Indo-Chinas (pref.), \$45.  
Indo-Chinas (def.), \$32.  
Telephones (part paid), \$28½.  
Entertainments, (old) \$16½.  
Raubs, \$39.  
Ewos, 1½%.  
Dairy Farms, \$29½.

## FLYING SQUAD AT DINNER.

Work During Recent Riots Appreciated.

APPEAL FOR MORE MEMBERS.

The first annual dinner of the Flying Squad of the Hong Kong Police Reserve was held at Lane Crawford's Restaurant last night and a most enjoyable evening was spent. Those present included Mr. D. L. King, Deputy Superintendent of Police (R), Mr. E. R. Dorey, Assistant Superintendent of Police, (R), Sub-Inspector A. L. Hopkins, Musketry Instructor, and Police Sergeant R. J. Hunt. Police Inspector. The gathering was presided over by Mr. C. F. Alexander, officer in charge of the Unit.

The Chairman, extended a hearty welcome to all present and hoped that this first annual dinner would be the first of many more to come. Although the Flying Squad, was inaugurated in 1927, this was the first time that the members, as a Unit, had had an opportunity of joining one another at a dinner of the kind.

He made an appeal for members to endeavour to obtain recruits and bring the strength up to 50 or more. Its membership is open to anyone in the Colony who is in possession of a motor cycle. He mentioned that the duties are not tedious, and in fact were quite interesting, as well as providing a means of performing useful service. Mr. D. L. King Superintendent.

## BRITISH NAVAL FORCES VISIT INDIAN PORT

HOT-BED OF TERRORISM

DEMONSTRATIONS OF STRENGTH IN VARIOUS CITIES HAVE DESIRED EFFECT.

Calcutta, Jan. 6.

The most dramatic incident to-day in connection with the steps taken by the authorities to suppress the Civil Disobedience campaign in India was the visit of the British Naval Commander-in-Chief to Chittagong.

Chittagong was the scene of a former outbreak of terrorism and it was decided to-day therefore to make the visit of the Commander-in-Chief the occasion for an imposing demonstration of British strength.

Sailors and Marines with guns were landed from H.M.S. Effingham and marched through the principal streets, accompanied by a large body of troops.

At Dacca, there was also a display of strength to-day and the streets were very salutary. Following a march through the city by the police force headed by the Superintendent of the Police and accompanied by the police band, the strike which was in operation promptly ceased and the normal life of the city resumed. The march was organized in order to demonstrate that the British were ready to fire if necessary, under the new ordinance which had the desired effect.

## MARSHAL CHANG ASKS TO BE PUNISHED

### LOSS OF CHINCHOW

C. E. C. MEMBER ALSO PETITIONS THAT THE MARSHAL BE PUNISHED.

Nanking, Jan. 7.

Holding himself responsible for the loss of Chinchow, the former provisional seat of the Liaoning Provincial Government in southern Liaoning, General Chang Hsueh-liang, in a telegram to the National Government, petitions to be severely punished so as to uphold the prestige of the Government.

Chinchow being a strategic point in Liaoning, the petition states, he exerted his utmost to preserve the city in accordance with the repeated instructions of the Government. Consequently, while ordering his subordinates to resist the attacks of the Japanese, he had also repeatedly telegraphed to the Government for the despatch of reinforcements and supplies.

But the large contingent of Japanese troops heavily concentrated in south Manchuria and their superior weapons were too much for the Chinese forces. In addition to their infantry units, the Japanese were also assisted by armoured trains, tanks and a large squadron of airplanes. After engaging the invaders for ten days, the Chinese units with their resources of ammunition and provisions exhausted, were finally forced to retreat. Chinchow, then provisional seat of the Liaoning Provincial Government, was occupied by the enemy on the 3rd.

Realising his failure, General Chang in conclusion earnestly requests that punishment be meted out to him by the Government in accordance with law.

out to him by the Government in accordance with law.

STRONGLY WORDED PETITION.

Nanking, Jan. 4.

Mr. Tsou Lu, member of the C.E.C. in identic telegrams to the Central Party Headquarters, Central Political Council and the National Government, petitions that General Chang Hsueh-liang be severely punished for withdrawing his troops from Chinchow in disobedience to the orders of the Government.

Risking public criticism, the Government has been lenient towards General Chang even though he lost Liaoning and Kirin and failed to despatch supplies and reinforcements to General Ma Chan-shan, Chairman of the Heilungkiang Provincial Government, thereby resulting in the loss of Tsitsihar, the petition points out.

The Central authorities have repeatedly instructed General Chang to defend Chinchow at all costs. This instruction was also repeated by the 1st Plenary Session of the new C.E.C. "But contrary to expectations, General Chang withdrew his troops from Chinchow on the very day when the new National Government was inaugurated. Of what use are national orders if he be exempted from punishment?" the petition asks in conclusion.—Kuo Min.

## POSITION OF CHINA'S NEW GOVERNMENT.

(Continued from Page 6.)

sent national crisis. Such unity can not be real unless Messrs. Chiang Kai-shek, Hu Han-min, and Wang Ching-wei come to the Capital and take the leadership. For not until the political centre of gravity has been stabilized through their presence will it be possible to reach a satisfactory solution of the various outstanding questions. For example, a new orientation of foreign policy has yet to be decided upon. While the Ministry of Foreign Affairs is doing everything possible to cope with the situation, it is only when the above-named leaders have jointly taken up the responsibility that a definite policy can be formulated.

Moreover, the National Emergency Conference is to be convened shortly. The People's National Salvation Conference, which will also be convened at an early date, will be composed of people's representatives. The Conference will be consulted with regard to various important issues of the State, after decision is made by the Central Political Council. As regards the question of war or peace with Japan, if the entire nation is unanimously in favour of either of these courses, we are prepared to adopt it whatever may be the sacrifices involved. What is needed at present is a united front.

It is for two reasons that I have assumed, without hesitation, this important responsibility. Firstly, to tide over the transitional period and, secondly, to cement the unity of the Party and Government. It is hoped that all Party and Government leaders and the entire nation will accord their whole-hearted co-operation in accomplishing this difficult task.—Kuo Min.

COMING SOON TO THE KING'S.

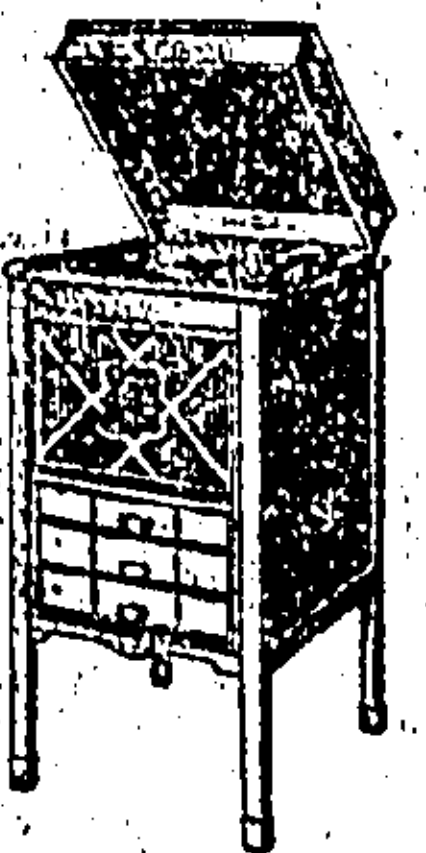


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### NEXT SAILINGS FROM HONG KONG

|                                   | For<br>Shanghai<br>& Japan | For<br>Singapore<br>& Italy |
|-----------------------------------|----------------------------|-----------------------------|
| M.V. HILDA (cargo boat)           | Jan. 14<br>(10 a.m.)       | Jan. 14<br>(10 a.m.)        |
| S.S. PILSNA (passenger boat)      | Jan. 14<br>(11 a.m.)       | Jan. 14<br>(11 a.m.)        |
| M.V. COL DI LANA (cargo boat)     | Jan. 31<br>(11 a.m.)       | Feb. 14<br>(10 a.m.)        |
| S.S. GANGE (passenger boat)       | Feb. 16<br>(6 p.m.)        | Feb. 16<br>(6 p.m.)         |
| S.S. MONCALIERI (cargo boat)      | Feb. 8<br>(11 a.m.)        | Mar. 13<br>(10 p.m.)        |
| S.S. CONTE ROSSO (passenger boat) | Mar. 4<br>(Noon)           | Mar. 13<br>(10 p.m.)        |

\* Passenger Steamers to Shanghai only.  
Attention is called to the s.s. Gange and s.s. Conte Rosso which  
will make the voyage Hong Kong-Venice in 22 and 21 days  
respectively thus allowing London passengers to reach destination  
the day following their disembarkation at Venice.  
For Freight and Passages apply to:  
Queen's Building, Tel. 29271  
**DODWELL & CO., LTD.**  
Agents.



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING  
FROM \$79 TO \$120 ON SALE.

|                                                                                              |                          |
|----------------------------------------------------------------------------------------------|--------------------------|
| <b>SAN FRANCISCO</b> via Shanghai, Japan Ports & Honolulu.                                   |                          |
| TATSUTA MARU                                                                                 | Wednesday, 27th January. |
| TAIYO MARU                                                                                   | Tuesday, 9th February.   |
| <b>SEATTLE, VANCOUVER</b> via Shanghai & Japan Ports.                                        |                          |
| HIYE MARU                                                                                    | Tuesday, 19th January.   |
| HEIAN MARU                                                                                   | Tuesday, 16th February.  |
| <b>LONDON, MARSEILLES, ANTWERP &amp; ROTTERDAM</b> via<br>Singapore, Penang, Colombo & Suez. |                          |
| HAKOZAKI MARU                                                                                | Saturday, 23rd January.  |
| TERUKUNI MARU                                                                                | Saturday, 6th February.  |
| <b>SYDNEY &amp; MELBOURNE</b> via Manila & Port.                                             |                          |
| KAMO MARU                                                                                    | Saturday, 28th January.  |
| KITANO MARU                                                                                  | Saturday, 27th February. |
| <b>MANILA</b>                                                                                |                          |
| TAIYO MARU                                                                                   | Monday, 1st February.    |
| <b>BOMBAY</b> via Singapore, Penang, & Colombo.                                              |                          |
| GENOA MARU                                                                                   | Wednesday, 27th January. |
| YAMAGATA MARU                                                                                | Saturday, 30th January.  |
| <b>SOUTH AMERICA (West Coast)</b> via Japan, Honolulu,<br>Los Angeles, Mexico and Panama.    |                          |
| BOKUYO MARU                                                                                  | Sunday, 14th February.   |
| <b>NEW YORK, BOSTON</b> via Panama.                                                          |                          |
| LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa<br>& Marseilles.                   |                          |
| DURBAN MARU                                                                                  | Friday, 15th January.    |
| <b>CALCUTTA</b> via Singapore, Penang & Rangoon.                                             |                          |
| MORIOKA MARU                                                                                 | Friday, 15th January.    |
| MURORAN MARU                                                                                 | Friday, 29th January.    |
| <b>HANGHAI, KOBE &amp; YOKOHAMA</b>                                                          |                          |
| KITANO MARU (Nagasaki direct)                                                                | Friday, 15th January.    |
| RANGOON MARU (Molli direct)                                                                  | Wednesday, 20th January. |
| HARUNA MARU                                                                                  | Friday, 22nd January.    |

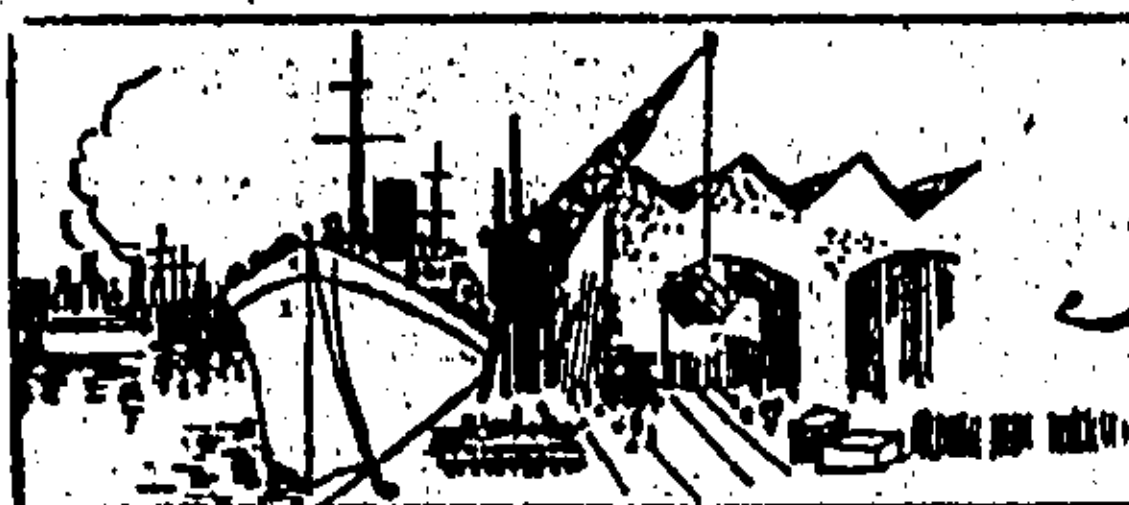
For further information apply to:—**NIPPON YUSEN KAISHA.**  
Telephone 30291. (Private exchange to all departments.)

## O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

|                                                                                                                                                                                            |                                   |                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-------------------|
| <b>RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES</b> via<br>Salmon, Singapore, Colombo,<br>Durban & Capetown.                                                                                  | Buenos Aires Maru                 | Thurs., 11th Feb. |
| <b>MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO, MARQUESA, DURBAN, PORT ELIZABETH &amp; CAPE TOWN</b> via<br>THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo. | Hawaii Maru                       | Mon., 1st Feb.    |
| <b>BRISBANE, SYDNEY, MELBOURNE, AUCKLAND &amp; WELLINGTON</b> via Manila.                                                                                                                  | Melbourne Maru                    | Thurs., 4th Feb.  |
| <b>JAPAN PORTS (Frequent Services).</b>                                                                                                                                                    | Amazon Maru                       | Mon., 18th Jan.   |
| <b>LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP</b> via Singapore, Colombo, Suez & Port Said.                                                                                                  | Sumatra Maru                      | Sun., 24th Jan.   |
| <b>NEW YORK</b> via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.                                                                                    | Atlas Maru                        | Wed., 10th Feb.   |
| <b>BOMBAY &amp; KARACHI</b> via Singapore, Belawan, Deli & Colombo.                                                                                                                        | Borneo Maru (not calling Belawan) | Sun., 17th Jan.   |
| <b>CALCUTTA</b> via Singapore, Belawan, Deli & Rangoon.                                                                                                                                    | Havana Maru                       | Mon., 18th Jan.   |
| <b>HAIPHONG</b> via Hobe.                                                                                                                                                                  | Menado Maru                       | Thurs., 21st Jan. |
| <b>KEELUNG</b> via Swatow.                                                                                                                                                                 | Canton Maru                       | Sun., 17th Jan.   |
| <b>AMOI</b> (8 p.m. every Sunday).                                                                                                                                                         | Hosan Maru                        | Sun., 24th Jan.   |
| <b>JAPAN PORTS</b> via Takao & Panama.                                                                                                                                                     | Deli Maru                         | Sat., 9th Feb.    |
| <b>TAKAO</b> via Swatow & Amoy.                                                                                                                                                            | Deli Maru                         | Thurs., 14th Jan. |

For further information please apply to:  
**OSAKA SHOSHEN KAISHA**  
Telephone 22661.



## Shipping Intelligence.

### NOTABLE MOTOR SHIP PERFORMANCES.

Some remarkable instances are recorded in The Motor Ship of the performance of motor vessels exceeding in service the speeds for which they were designed. The luxury liner Victoria, for the Trieste-Alexandria trade, was built to maintain a schedule involving an average speed of 20½ knots. On her first 10 trips the Victoria has averaged 20.8 knots. The Venus was built for the Newcastle-Bergen passenger trade and designed for 19 knots. Out of the first 81 trips, 67 were made at a speed of over 19

knots, and last month she accomplished one at over 20 knots. The Amerika, a mixed cargo and passenger vessel, designed for 14½ knots, on a recent voyage of several weeks' duration, averaged 15.46 knots; and the Blue Funnel cargo liner Deucalion, designed as a 14½-knots ship, had a mean speed of 16.1 knots on a voyage lasting nearly a month. It is worthy of record that the Venus and the Victoria are each doing the work of two steamers which were originally engaged in the service on which they now run.

### BRITISH SAILORS HELD IN JAPAN.

#### Alleged Trespass in Fortified Area.

Tokyo, January 6.  
Five British sailors have fallen foul of the Japanese authorities and are undergoing an examination in the procurator's office at Hakodate. The men, all of whom belong to the crew of the Blue Funnel steamer Antiochus (9,058 tons), were arrested in Hakodate on a charge of having trespassed in a fortified area.

It is expected that the men will be released with a warning. Neither the British Embassy here nor the British Consulate at Hakodate have any official information in regard to the affair, but they do not regard it seriously, as similar incidents are stated to be comparatively frequent. The first news of the arrest of the sailors reached Tokyo in Press despatches and the truth of the report was confirmed by the War Office this afternoon.

The affair recalls the case of the American aviators, Clyde Pangborn and Hugh Herndon, who were arrested by the Japanese authorities some months ago for having flown over a fortified area. The two men, who later earned fame by being the first persons to make a non-stop flight across the Pacific, were subjected to a grueling examination and subsequently fined over Y2,000 each.

Late this evening, their long examination having been concluded, the sailors were released and allowed to return to their ship.

#### CONSIGNEES' NOTICES.

Consignees of cargo ex m.v. Chile are reminded to take delivery of their goods which will be subject to rent after January 17.

Consignees of cargo ex s.s. Col Di Luna are reminded to take delivery of their goods which will be subject to rent after January 19.

#### ENGLAND TO U.S. IN TINY SLOOP.

Esthonian Brothers Embark On Hazardous Trip.

London, January 5.  
Ahto Walter, the hardy Esthonian, who last year took his small twenty-four foot sloop "Ahto" across the Atlantic and back, is out now for an even greater record of courage. He and his brother, Yarlilo, and three other Esthonians set out to-day from Gosport for America, by way of Spain, West Africa and the West Indies.

The Walter brothers have embarked in the Ahto while their companions sail the thirty-two foot auxiliary cutter Enterprise.

Talyuan, British str., 2,100 tons, Capt. W. T. Hodge, from Canton, buoy No. B20.—B. & S.

#### CLEARANCES.

Wednesday, January 13.  
Chinhua, for Swatow.  
Chichibu Maru, for Shanghai.  
Chungkong, for Tourane.  
Hangsang, for Canton.  
Henrik, for Canton.  
Kinyuan, for Canton.  
Kojun Maru, for Port Redon.  
New Mathilde, for Haiphong.  
Norviken, for Swatow.  
Phemius, for Shanghai.  
Sunning, for Swatow.  
Sedapoe, for Canton.  
Talyuan, for Shanghai.  
Tjikembang, for Amoy.

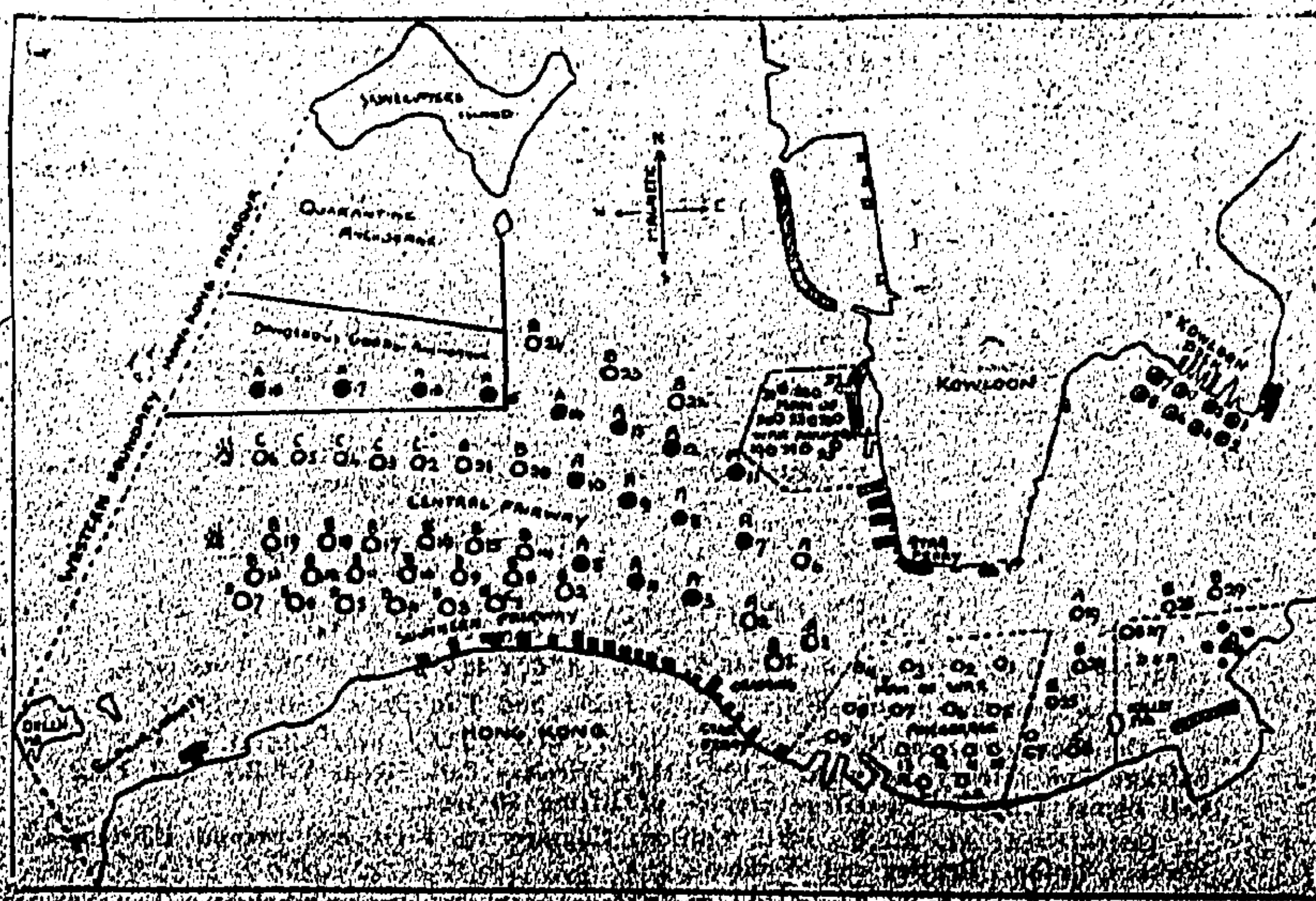
#### STEAMERS' MOVEMENTS.

The P. & O. s.s. Allpore left Singapore for this port on January 7 at 6 a.m., and is due here on January 15 at about 6 p.m.  
The C.P.S. R.M.S. Empress of Asia arrived at Manila on January 13 (Wed.) at 8 a.m., leaves Manila on January 14 (Thurs.) at 4 p.m., and is due here at Hong Kong on January 16 (Sat.) at 8 a.m. She is berthing at Kowloon Dock prior to dry docking.

#### WARSHIPS IN PORT.

The following British warships were in harbour to-day:—  
Tamar—Basin.  
Bruce—South wall.  
Keppel—South wall.  
Herald—East wall.  
Cornflower—East wall.  
Pandora—East wall.  
Proteus—East wall.  
Whitehall—North wall.  
Wild Swan—North wall.  
Verity—North wall.  
Sirdar—North wall.  
Cumberland—West wall.  
Serapis—West wall.  
Sterling—In dock.  
Seraph—In dock.  
Cicada—In dock.  
Hermes—No. 1 buoy.  
Medway and Sub.—No. 2 buoy.  
Suffolk—No. 6 buoy.  
Odin—No. 10 buoy.  
Marathon—No. 11 buoy.  
Wishart—No. 13 buoy.  
Foreign Man-of-War.  
Oli Bases—Portuguese transport.  
Argus—French river gunboat.  
Helena—American river gunboat.

### BUOY PLAN OF HONG KONG HARBOUR.



## NOW! FASTER TIME TO THE PACIFIC COAST via "Empresses" the BIG 4

THE FASTEST SHIPS IN SERVICE ON THE PACIFIC!  
Enjoy every minute on a Tran-Pacific Palace. — Supreme Luxury — Congenial, Cosmopolitan travelling companions — international atmosphere, countless diversions, World famous Cuisine and Service.

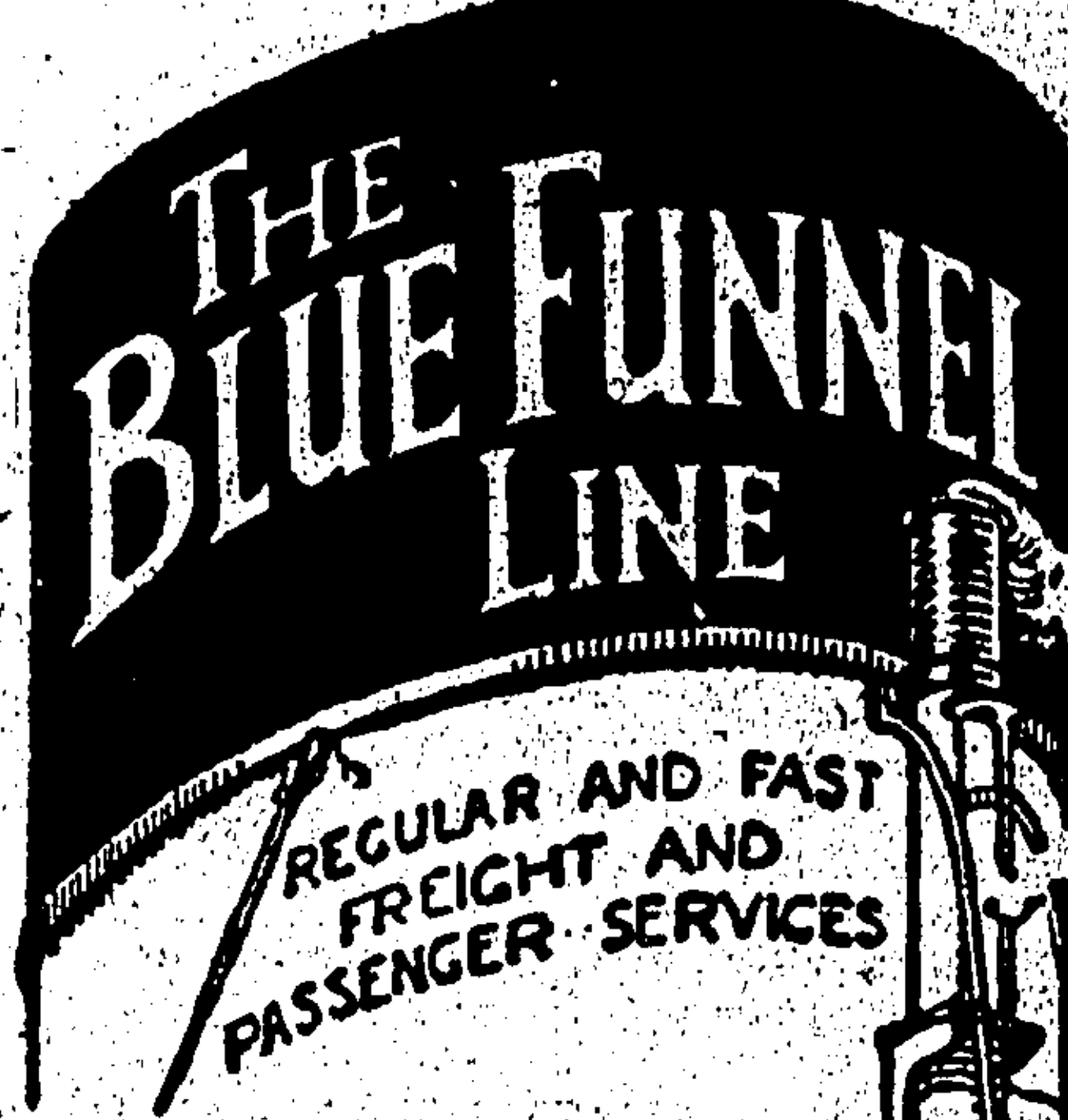
| Emp. of Asia | Emp. of Canada | Emp. of Russia | Emp. of Japan | Emp. of Asia |
|--------------|----------------|----------------|---------------|--------------|
| 1932         | 1932           | 1932           | 1932          | 1932         |
| Jan. 5       | Feb. 20        | Mar. 15        | Mar. 25       | Mar. 25      |
| Jan. 12      | Feb. 27        | Mar. 22        | Apr. 1        | Apr. 1       |
| Jan. 19      | Mar. 6         | Mar. 29        | Apr. 8        | Apr. 8       |
| Jan. 26      | Mar. 13        | Apr. 5         | Apr. 15       | Apr. 15      |

### Empress of Canada Sails TO MANILA

FRIDAY, 22nd JANUARY.  
CANADIAN AUSTRALASIAN LINE

between  
VANCOUVER, VICTORIA  
and  
HONOLULU, SUVA, NEW ZEALAND, AUSTRALIA  
The White Empresses connect at Honolulu with  
C.A. Line Ships Aorangi and Niagara.

For further information please apply to:  
**Canadian Pacific**  
THE WORLD'S GREATEST TRAVEL SYSTEM.



### LONDON SERVICE.

"HECTOR" 20th Jan. For N'ice, L'yon, R'dam and Glasgow  
"AUTOLYOUS" 2nd Feb. For Marseilles (Casablanca, London, Rotterdam and Hamburg)

### LIVERPOOL SERVICE.

"AGAPENOR" 18th Jan. For Port Said, Genoa, Harve & Liverpool  
"DOLUS" 20th Feb. For Port Said, Genoa, Liverpool, Harve & Glasgow

### NEW YORK SERVICE.

"PHEMIUS" 6th Feb. For Boston, New York & Baltimore  
via Philadelphia, Port of Spain, New Orleans, Havana & Singapore

### PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)  
"CYNDAREUS" 18th Jan. For Victoria, Vancouver and Seattle  
"PROTEUS" 12th Feb. For Victoria, Vancouver and Seattle

### INWARD SERVICE.

"MACHAON" Due 10th Jan. For Shanghai, Kobe & Yokohama  
"AGAMENON" Due 27th Jan. For Shanghai, Kobe & Yokohama

Also cargo steamers with limited passenger accommodation at specially reduced fares.  
For freight, passage rates and information apply to the undersigned.  
All bookings are subject to the provisions of the Company's Bill of Lading.

**Butterfield & Swire.**  
Agents.

### TRAVEL A-O. LINE

To AUSTRALIA. Calling at Manila (P.I.), Thursday in Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS' CHARTER: TAIPIING (Australia) FASTEST ON WEST COAST TO DATE. PASSENGERS IN THE SERVICE. BERTHMAN LAUNDRY, BARRER SHOW, SUPERIOR AND STEWARDESSE CARRIAGE. New Year Special (to Australia) and New Zealand, Hong Kong, Suez, 19th Dec.

FIRST CLASS FARE TO SYDNEY, 4th RETURN. LONDON (via Australia) 11th Jan. 1932. (London to Sydney via Suez) 11th Jan. 1932.

STEAMERS: For Hong Kong, 11th Jan. 1932. For Hong Kong, 11th Jan. 1932.

TAIPIING: 11th Jan. 1932. CHARTER: 11th Jan. 1932. TAIPIING: 11th Jan. 1932.

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TAIPIING: 11th Jan. 1932. CHARTER: 11th Jan. 1932. TAIPIING: 11th Jan. 1932.



# P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).  
MAIL AND PASSENGER STEAMERS.

## TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

| S.S.         | Tons   | From<br>Hong Kong<br>About | Destination.                                                        |
|--------------|--------|----------------------------|---------------------------------------------------------------------|
| KARMALA      | 9,000  | 16th Jan.<br>Noon          | M'selles, L'don, R'dam & A'werp.                                    |
| CHITRAL      | 15,000 | 30th Jan.<br>Noon          | Bombay, Marseilles & London.                                        |
| *ALIPORE     | 5,300  | 8th Feb.                   | Bombay, Marseilles & London.                                        |
| *KASHMIR     | 9,000  | 13th Feb.                  | M'selles, L'don, R'dam & A'werp.                                    |
| NALDERA      | 16,000 | 27th Feb.                  | Bombay, Marseilles & London.                                        |
| *SUDAN       | 5,300  | 5th Mar.                   | Marseilles, London, Havre, Hamburg,<br>Rotterdam, Antwerp & Hull.   |
| CARTHAGE     | 15,000 | 12th Mar.                  | Marseilles & London.                                                |
| RAJPUTANA    | 17,000 | 28th Mar.                  | Marseilles & London.                                                |
| *BURDWAN     | 6,500  | 2nd Apr.                   | Bombay, Marseilles, London, Havre,<br>Hamburg, Rotterdam & Antwerp. |
| CORFU        | 15,000 | 9th Apr.                   | Marseilles & London.                                                |
| RAWALPINDI   | 17,000 | 23rd Apr.                  | Bombay, Marseilles & London.                                        |
| RAJPUTANA    | 17,000 | 7th May                    | Bombay, Marseilles & London.                                        |
| CHITRAL      | 15,000 | 21st May                   | Bombay, Marseilles & London.                                        |
| RANCHI       | 17,000 | 4th June                   | Bombay, Marseilles & London.                                        |
| NALDERA      | 16,000 | 18th June                  | Bombay, Marseilles & London.                                        |
| KASHMIR-HIND | 12,000 | 2nd July                   | Bombay, Marseilles & London.                                        |
| RAJPUTANA    | 17,000 | 16th July                  | Bombay, Marseilles & London.                                        |
| MANUVA       | 11,000 | 30th July                  | Bombay, Marseilles & London.                                        |
| RAWALPINDI   | 17,000 | 13th Aug.                  | Bombay, Marseilles & London.                                        |
| RAJPUTANA    | 17,000 | 27th Aug.                  | Bombay, Marseilles & London.                                        |
| MALWA        | 11,000 | 10th Sept.                 | Bombay, Marseilles & London.                                        |

\* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Con-  
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the  
Rhedral Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

| TALMA    | 10,000 | 26th Jan. | Singapore, Penang & Calcutta. |
|----------|--------|-----------|-------------------------------|
| TALABRA  | 8,000  | 5th Feb.  |                               |
| SIRDHANA | 8,000  | 23rd Feb. |                               |

B.I. Apcar Line steamers have excellent accommodation for 1st  
and 2nd class passengers.

## EASTERN & AUSTRALIAN SAILINGS (South).

| NELLORE | 7,000 | 30th Jan. |  |
|---------|-------|-----------|--|
| TANDA   | 7,000 | 4th Mar.  |  |
| NANKIN  | 7,000 | 2nd Apr.  |  |

Regular monthly sailings from Hong Kong to Shanghai and Japan  
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.  
Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New  
Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London and  
The P. & O. Branch Service of steamers to London via Suez.  
The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

| TALAMBA      | 8,000  | 16th Jan. |  |
|--------------|--------|-----------|--|
| *ALIPORE     | 5,300  | 16th Jan. |  |
| *KASHMIR     | 9,000  | 18th Jan. |  |
| *KALYAN      | 9,000  | 19th Jan. |  |
| *SUDAN       | 5,300  | 29th Jan. |  |
| NALDERA      | 16,000 | 29th Jan. |  |
| SIRDHANA     | 8,000  | 30th Jan. |  |
| TANDA        | 7,000  | 31st Jan. |  |
| CARTHAGE     | 15,000 | 12th Feb. |  |
| *BURDWAN     | 6,500  | 21st Feb. |  |
| RAJPUTANA    | 17,000 | 28th Feb. |  |
| CORFU        | 15,000 | 24th Mar. |  |
| RAWALPINDI   | 17,000 | 24th Mar. |  |
| *SONALI      | 8,500  | 5th Apr.  |  |
| RAJPUTANA    | 17,000 | 7th Apr.  |  |
| CHITRAL      | 15,000 | 21st Apr. |  |
| *BANGALORE   | 6,500  | 28th Apr. |  |
| RANCHI       | 17,000 | 5th May   |  |
| NALDERA      | 16,000 | 19th May  |  |
| KASHMIR-HIND | 12,000 | 2nd June  |  |
| RAJPUTANA    | 17,000 | 16th June |  |
| *SUDAN       | 5,300  | 28th June |  |

\* Cargo only.

All dates are approximate and subject to alteration without notice.  
All cabins are fitted with Electric Fans or Pump Lovers System.  
Steamers on London and Australian Lines are fitted with Landrover  
Parcels measuring not more than 6 ft. in any one direction at the Com-  
pany's Office up to 100 lbs. on the day previous to sailing.  
For further information, Passages, Freight, Handbooks, etc. apply to—  
**MACKINNON, MACKENZIE & CO.**  
P.O. Box 40, Cantonment Rd. C. Hong Kong.

## A SCHOONER'S ARREST DETAINED FOR THREE MONTHS. JUDGE'S SURPRISE.

Mr. Justice Bateson in the Ad-  
miralty Court recently commented  
on the fact that an auxiliary  
schooner, which was being used by  
ex-naval officers in a commercial ad-  
venture, was arrested and detained  
for three months.

A claim was made by the Torbay  
and Brixham Coaling Company,  
owners of the tug Denade, for  
salvage services to the auxiliary  
schooner Mynorie R. Kirby in a  
gale off Dawlish on the night of  
August 16.

The value of the tug was given  
as £2,400, and the salvaged value of  
the schooner as £400. The Mynorie  
R. Kirby had on board two passeng-  
ers, one of whom was taken off by  
a lifeboat.

Mr. Justice Bateson, owner  
and master of the schooner, who  
conducted his own case, said that  
he asked to be towed into Brixham,  
where he denied that there was any  
salvage. His vessel was put under  
arrest, and he understood that £600  
was asked for. That sum was in  
excess of the value of the ship

and cargo, and the vessel had re-  
mained under arrest ever since.  
He did not offer less bail because he  
thought a tender would be acknow-  
ledgment of salvage.

"Ridiculous,"  
His lordship said that it seemed  
ridiculous to keep a little ship  
under arrest all that time without  
steps being taken to bring the  
parties together.

Mr. Cyril Miller, for the plain-  
tiffs, said he was instructed that  
£600 bail was never asked for.

Mr. Justice Bateson said that he  
wired, "Bail will be arranged for on  
receipt of claim."

The judge said that it was a pity  
Mr. Justice Bateson did not come to  
the Court as soon as his ship was  
arrested. Then matters would have  
been put right for him.

His lordship came to the con-  
clusion that there was just enough  
danger to make the case one of  
salvage, and he awarded £65, but,  
as the case could have gone to Brix-  
ham County Court, he gave no cer-  
tificate for costs.

## PASSENGER LISTS.

### ARRIVALS.

### AENEAS.

The passengers arriving from  
United Kingdom via ports yester-  
day were as under:—

Mr. G. W. Briggs, Mr. and Mrs.  
J. Cameron, Master J. Cameron,  
Master H. A. Cameron, Mr. and  
Mrs. J. Campbell, Master L. J.  
Campbell, Mrs. K. M. Campbell,  
Miss F. M. Campbell, Mr. F.  
Davison, Captain A. Diggins, Mr.  
and Mrs. G. Dutton, Mr. W.  
Eckert, Mr. T. M. Frost, Mr. A. W.  
Hayward, Miss E. M. Hindmarsh,  
Miss M. Johnson, Mr. M. Luning,  
Mr. and Mrs. F. E. Martin, Mr. W.  
Martin, Miss H. Martin, Mr. and  
Mrs. S. N. Moss, Master D. C.  
Moss, Master J. W. Moss, Mr. and  
Mrs. J. Roberts, Mr. and Mrs.  
J. S. Roxburgh, Master R. I.  
Roxburgh, Master J. S. Roxburgh,  
Mr. S. Sanderson, Lady Hope  
Simpson, Mr. V. G. Stott, Major  
P. G. Swann, Mr. A. F. Thompson,  
Mr. and Mrs. V. Walker, Miss  
V. J. Walker, Mr. A. J. Wood, Mr.  
S. R. Wood, Captain E. Hardie,  
Miss Wong Ah-phoy, Miss Ye  
Sung.

### DEPARTURES.

### PER S.S. AENEAS.

The following sailed to-day for  
Shanghai:—  
Major General J. W. Sandilands,  
C.B., C.M.G., D.S.O. (G.O.C. China  
Command), Mr. F. E. Gowan,  
O.B.E., Lieut. J. B. Clegg.

### CHICHEBU MARU.

The following sailed yesterday  
for Los Angeles and San Francisco

## CONSIGNEES.

### LYOYD TRIESTINO NAV. CO.

### NOTICE TO CONSIGNEES.

Chartered Steamer,  
"COL DI LANA"

From TRIESTE, VENICE, BRINDISI,  
PORT SAID, SUEZ, MASSAUA,  
ADEN, KARACHI, BOMBAY  
AND COLOMBO.

CONSIGNEES of Cargo are hereby  
informed that all Goods, with excep-  
tion of Straits and Saigon cargo which  
is being delivered overseas, are being  
landed at their risk into the Godowns  
of the Hongkong and Kowloon Wharf  
and Godown Company, Ltd., at Kow-  
loon, whence and/or from the wharves  
delivery may be obtained.

Optional Cargo will not be landed  
here, unless notice has been given 48  
hours prior to vessel's arrival, but  
carried on from port to port to the  
final port of call to which the option  
extends.

No claims will be admitted after the  
Goods have left the Godown, and all  
Goods remaining undelivered after the  
18th inst. will be subject to rent.

All claims against the vessel must  
be presented to the Underwriter on or  
before the 28th inst. or they will  
not be recognised.

All broken, chafed, and damaged  
Goods are to be left in the Godowns,  
where they will be examined on the  
18th inst. at 10 a.m. by our surveyors,  
Messrs. Goddard & Douglas.  
In the case of dutiable goods, Con-  
signees are requested to inform The  
Imports & Exports Office that they  
have such goods for examination.  
No Fire Insurance has been effect-  
ed.

Bill of Lading will be countersign-  
ed by  
**DODWELL & CO. LTD.**  
Agents  
Hong Kong, 13th January, 1932.

## HONG KONG TIDES.

The time used is Standard, or mean  
time of the meridian of 120 deg. E.;  
00h. is midnight, 12hrs. is noon. The  
heights are referred to the datum of  
the largest scale Admiralty chart of  
the place and should be added to the  
depths given on the chart unless pre-  
ceded by an asterisk (\*), when they  
should be subtracted from the depths.

January 13 to 19, 1932.

| Date      | High Water<br>Standard Ht. | Low Water<br>Standard Ht. |
|-----------|----------------------------|---------------------------|
| Times.    | H. M. F.                   | H. M. F.                  |
| Wed. 13   | 14 10 5.0 18 05 1.7        | 07 10 1.7                 |
| Thurs. 14 | 00 19 8.5 07 39 2.0        | 14 40 5.1 19 10 4.1       |
| Fri. 15   | 00 46 5.8 08 05 2.4        | 15 16 5.1 20 40 4.0       |
| Sat. 16   | 01 15 5.0 08 25 2.5        | 15 51 4.2 22 16 3.8       |
| Sun. 17   | 01 50 4.2 08 41 2.8        | 16 35 5.3 23 45 3.2       |
| Mon. 18   | 02 49 3.5 09 05 3.0        | 17 24 5.8                 |
| Tues. 19  | 09 15 3.3 00 55 2.6        | 18 15 6.2 09 58 3.2       |

## "LEVIATHAN" LAID UP.

Hamburg, Dec. 29.  
Owing to the depression in the  
trans-Atlantic passenger and  
freight traffic, the United States  
shipping board decided to lay up  
the "Leviathan," formerly the Ger-  
man liner "Vaterland" which is  
still the largest vessel afloat. Ac-  
cording to a New York dispatch,  
the decision to withdraw the liner  
from the run was taken suddenly  
and came as a surprise to the crew  
of over 900 men who have all been  
dismissed.—Trans-ocean Kuomin.

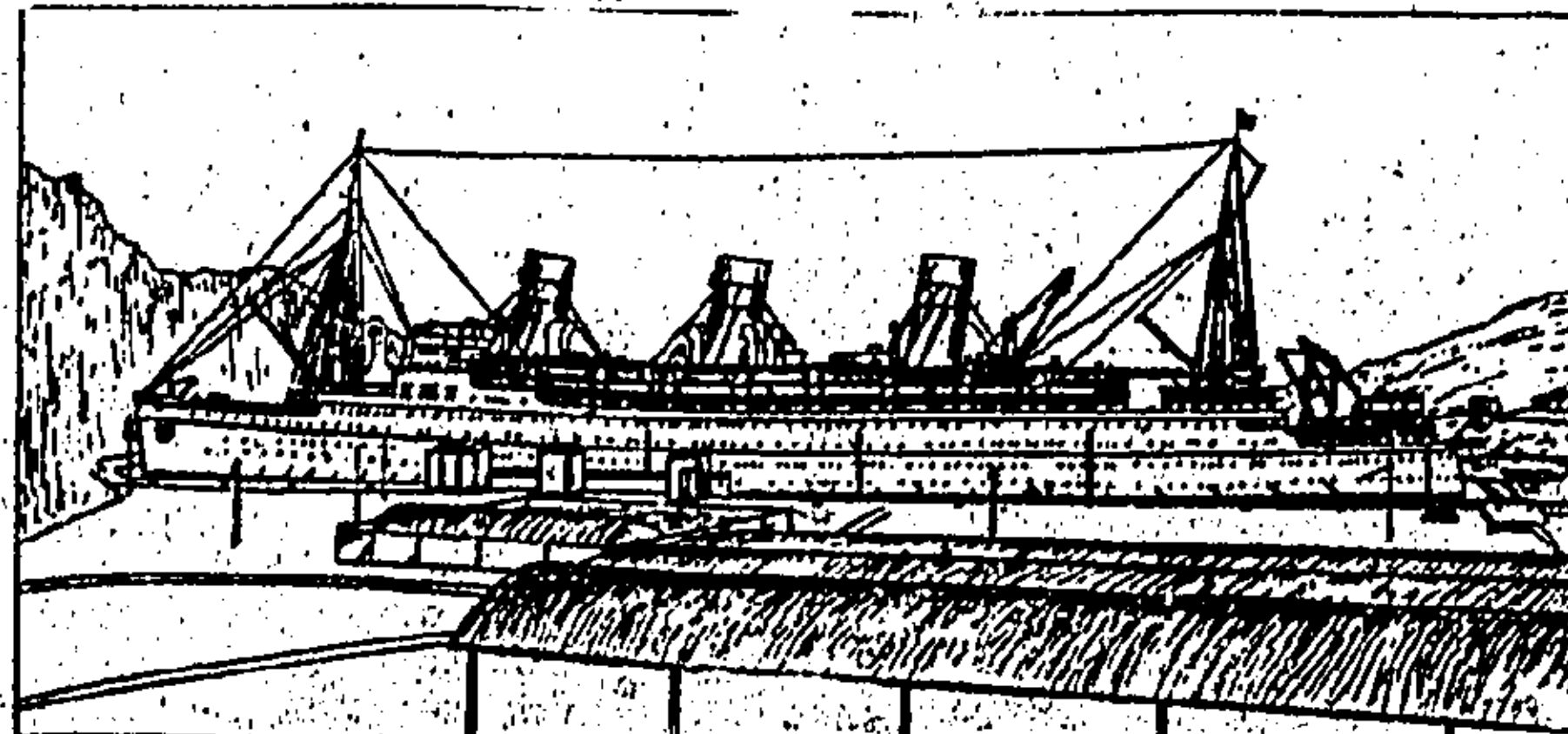
## THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS  
and IRON FOUNDERS. All work done in this establishment is  
guaranteed. We have over thirty years' experience. We own two ship-  
ways and can accommodate any craft of 200 feet long.  
Town Office: 64, Connaught Road Central, Hong Kong. Tel. 29459.  
Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57064.  
Estimates furnished on application.  
Hong Kong, April 1, 1924.

## THE HONGKONG & WHAMPOA DOCK CO., LTD. HEAD OFFICE AND WORKS:

Telegrams: "MANIFESTO. HONG KONG." KOWLOON, HONG KONG. Telephone: 28029.  
KOWLOON DOCK 58053.  
DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND  
ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS,  
FORGE MASTERS, WELDERS AND ELECTRICIANS.

On Lloyd's  
List of  
approved  
Cargoes  
Steel  
Manufactures.



## T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock. Dimensions:—465'0" O.A. x 55'6" x 45'6" Mld. 26,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700'0" x 38'0" x 30'6" over sill. H.W. O.S.T.

Salvage Tug "Henry Eschwick" 2,000 L.H.P. Wireless Call Signal V.P.F. and Flag

Call Signal T.H.Q.B. Sheerlegs capable of lifting 50 tons.

Codes Used: A.I., A.B.C. Fifth Edition; Engineering, First and Second Editions.

Western Union, Bentley and Watkins.

Kindly send enquiries to the Chief Manager.

E. M. DYER, B.A., M.I.N.A., Kowloon Dock, Hong Kong.



REDUCED ROUND TRIP  
RATES  
To CANADA AND UNITED  
STATES

## ALL YEAR ROUND TRIP TICKETS —

TO VICTORIA (CANADA).  
\*and RETURN ... G\$630.00 VANCOUVER (CANADA).  
SEATTLE, (U.S.A.).  
\*and RETURN ... G\$656.00 SAN FRANCISCO.  
LOS ANGELES.

Time Limit. — One Year.

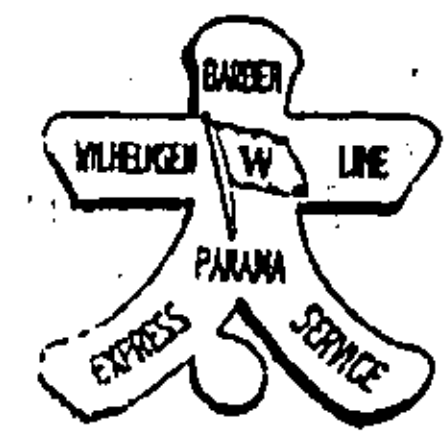
## SUMMER ROUND TRIP TICKETS —

† and RETURN TO VICTORIA (CANADA).  
1ST CLASS ... \$540.00 VANCOUVER (CANADA).  
SPECIAL CLASS ... G\$300.00 SEATTLE, (U.S.A.).  
† and RETURN  
1ST CLASS ... G\$562.00 SAN FRANCISCO.  
SPECIAL CLASS ... G\$345.00 LOS ANGELES.

Summer Round Trip tickets will be on sale during the months  
of June, July and August, 1932. Return limit December 31.  
SPECIAL CLASS cabins are available on all "President  
Liners" to Seattle at fortnightly intervals, and on our splen-  
did new "PRESIDENT HOOVER" AND "PRESIDENT  
COOLIDGE" to Honolulu, San Francisco, Los Angeles,  
Panama Canal, thence to New York.

We shall be glad to furnish further information on request.

## DOLLAR STEAMSHIP LINE AMERICAN MAIL LINE



## BARBER WILHELMSSEN LINE

TRANS-PACIFIC AND ATLANTIC COAST SERVICE  
via PANAMA.

## NEXT SAILING

## M.V. "TAI YANG"

on 18th JANUARY.

for  
SHANGHAI, KOBE, YOKOHAMA,  
SAN FRANCISCO, LOS ANGELES,  
NEW YORK & BOSTON.

42 Days To New York.

For Passenger and Freight information please apply to—

**DODWELL & CO., LTD.**  
Queen's Buildings. Agents. Telephone 23021.

## BRITISH WUCHOW LINE

SAILING DATES FOR JAN. 1932 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 8 p.m.

| Steamer. | Leaves<br>Hong Kong | Arrives<br>Wuchow | Leaves<br>Wuchow | Arrives<br>Hong Kong |
|----------|---------------------|-------------------|------------------|----------------------|
| TAI MING | SAT. 16th           | MON. 15th         | TUES. 16th       | WED. 20th            |
| TAI HING | TUES. 19th          | THURS. 21st       | FRI. 22nd        | SAT. 23rd            |
| TAI MING | THURS. 21st         | SAT. 23rd         | SUN. 24th        | MON. 25th            |
| TAI HING | MON. 25th           | WED. 27th         | THURS. 28th      | FRI. 29th            |
| TAI MING | WED. 27th           | FRI. 29th         | SAT. 30th        | SUN. 31st            |
| TAI HING | SAT. 30th           | MON. 1st          | TUES. 2nd        | WED. 3rd             |

Regular Service of Fast, High Class River Steamers having good  
Accommodation for First Class Passengers. Electric Light, and  
Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fi-  
ted with Wireless.

Ports of Call—Samshui, Shuangshui, Taikang, and Doting.  
Fares Return (not including meals) \$20.00.  
Meals and Wines are to be obtained on board.

Hong Kong, Arrivals & Departures from Tai Hing Wharf.

For information apply to—  
54, Connaught Road, West.

**SANG WO**







**THE CARAVAN**  
JUST RECEIVED  
SPECIAL CONSIGNMENT OF  
LINGERIE (LATEST DESIGNS)  
LOUNGING PYJAMAS.

NOW ON VIEW AT  
7, CHATER ROAD (KING'S BLDG.),  
HONG KONG  
TEL. 21450.  
ARCADE  
PENINSULA HOTEL,  
KOWLOON.  
TEL. 58881.

# The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, JANUARY 14, 1932.

## DENTALINE

(Concentrated Antiseptic)  
Is more than a mouth-wash — It actually  
**KILLS GERMS**

Dentaline is an Antiseptic Germicide and Astringent.  
Properly diluted it is delightful to taste and  
refreshing to use.

**THE PHARMACY**

Asiatic Building. Tel. 20345. Queen's Road

**CENTRAL**  
SEE THEATRE NEAR

**SHOWING TO-DAY**

at 2.30, 5.10, 7.15 & 9.20 p.m.

**THE IDOL OF THE SCREEN**



"I've something  
new to tell you  
RIGHT NOW!"

**Maurice CHEVALIER**  
*The Smiling Lieutenant*  
A Paramount Picture

with  
**CLAUDETTE COLBERT**  
Charlie Ruggles  
Miriam Hopkins

An ERNST  
LUBITSCH Production

**NEXT CHANGE**

The Mightiest Melo-  
Drama-Romance Ever  
Conceived in the  
Mind of Man!



At the end of the danger-filled trail she had found him—  
"gone native." But the love that she had thrown aside in civilization returned a thousand-fold here. Now they both stood on the brink of disaster—the handsome play of a native Prince whose culture was but a veneer for his desires. See this strangest of all dramas in its exotic tropical settings. IT'S GREAT!

**EAST OF BORNEO**  
A UNIVERSAL PICTURE

### NEWS TABLOIDS AND OVERNIGHT CABLES SUMMARISED.

#### British Loyalty.

The forecasts that the British taxpayer would loyally respond to the patriotic appeal to swell the national income by prompt payment was confirmed by last night's Treasury returns.

#### Anti-Slavery.

Lord Noel Buxton has been delegated by the Anti-Slavery and Aborigines Protection Society to proceed to Abyssinia in an endeavour to assist the Emperor in his policy for the elimination of slavery. This mission, it was made clear, was not to be an official one.

#### Royal Guest.

The Crown Prince of Ethiopia was the guest of their Majesties the King and Queen at Sandringham yesterday.

#### Chief Engineer Honoured.

The announcement that a Knighthood had been conferred by His Majesty on Mr. Harrison, the chief engineer in the construction of the Lloyd Barrage, was made at the official opening yesterday.

#### Fleet Manoeuvres Cancelled?

There is a possibility that the American Fleet manoeuvres this February will be cancelled. If the fleet should visit Hawaii all shore leave will be stopped.

#### Heavy Channel Gale.

A heavy gale was experienced in the Channel on Tuesday night and all shipping was forced to take shelter.

#### Three Committees for India.

The personnel of the three Committees to be sent to India in continuation of the discussion arising from the Indian Round Table Conference is announced and the Premier sets out the terms of references of the committees.

#### Bankruptcy.

In the Bankruptcy Court this morning, before the Chief Justice, Mr. S. Greenwood, of the Dairy Farm Ice and Cold Storage Co., Ltd., was publicly examined by Mr. E. L. Agassiz (Official Receiver). Mr. Greenwood stated that his bankruptcy was entirely due to gambling in the share market. He had been in Hong Kong for three years and had started in shares at the beginning of last year. His biggest fall was in September.

#### British Coal.

There has been talk of the French Government removing, as from January 18, the surtax of 15 per cent. on imports of British coking coal. Well-informed circles, however, declare such action is unlikely.

#### S. A. and Gold Standard.

A statement just issued by the South African Reserve Bank justifies the Union's maintenance of the gold standard.

#### Lausanne Conference.

The U.S., according to Mr. Stimson, does not expect to be represented at this Conference.

#### International Labour Office.

Mr. Woo Kai-cheng has been nominated to represent the Chinese Government on the Executive Council of the I.L.O. He was warmly welcome at a meeting of the Council yesterday.

#### Anti-Piracy Charges.

In the Court of Appeal, yesterday, the China Navigation Co., contended that the Crown was not empowered to claim payment for services rendered in connection with the protection of British ships in Chinese waters against the attacks of pirates.

#### Ex-Queen Dead.

Ex-Queen Sophie of Greece, a sister of the ex-Kaiser, died yesterday at Frankfurt.

#### French Cabinet.

M. Laval has been asked to form a Cabinet.

#### Mr. Yu leaves Shanghai.

Mr. Yu Yu-jen, President of the Control Yuan, left Shanghai yesterday for Hong Kong to see Mr. Hu Han-min.

#### Hotel Fire.

A small fire broke out yesterday afternoon at the Harbour View Hotel. Damage to the extent of about \$500 resulted.

#### Cabinet Ministers Meet.

The plans for the Lausanne Conference on Reparations were discussed at a meeting of British Cabinet ministers yesterday afternoon.

#### Cargo Junk Sunk.

A cargo junk and cargo was lost after a collision with a boat off Chak Kau, yesterday, the crew being saved.

#### Acid Burns.

A Chinese woman was sent to the Government Civil Hospital yesterday with burns caused by the contents of a ball, thrown at her by an unknown Chinese in Queen's Road West.

#### Aberdeen Fire.

Fourteen Chinese houses at Applachau Island, Aberdeen, were destroyed by fire last night. Three Chinese have been sent to hospital with burns etc.

#### Nazi Slogan.

"Bruening must go" seems to be the latest Nazi slogan in Berlin.

#### Negotiations Delayed.

The American Note has served to delay the opening of direct negotiations between China and Japan.

#### China's Reply.

China is prepared to co-operate with America in upholding the sanctity of the Nine Power Treaty as declared in her reply to the American Note. In conclusion the reply urges America to stand firm in the sacred undertaking.

#### Reinforcements for Shanhaikwan.

A company of Japanese infantry left Tientsin for Shanhaikwan this morning and is believed to be reinforcing the garrison in order to maintain order along the railway outside the Great Wall.

#### Tsingtao Quiet.

The situation has quietened down considerably in Tsingtao following the attack by Japanese residents on a Chinese newspaper.

#### Pig Breeder Robbed.

A pig breeder residing near Tin Wan Chai, was seized and robbed by four men, who entered his hut on the night of January 12, and who decamped with his stock and personal belongings to the value of \$231.50.

### THE EX-KAISER.

**Attack of "Obstinate Bronchitis."**

**NEEDS GREATEST CARE.**

(Reuter's Special Service.)

Doorn, Yesterday. The ex-Kaiser, who spent his Christmas holidays chopping wood and cutting trees, is now suffering from "obstinate bronchitis," a medical report says. There is no immediate danger, but the greatest care must be taken of the ex-Monarch for some time.

### ACID THROWING.

**Woman Severely Burnt About the Face.**

A peculiar incident occurred in Queen's Road West, near Eastern

Street, yesterday morning, and as a result, a Chinese married woman, named Lee Yim-kin (29), residing at 193, Queen's Road West, second floor, was taken by her sister to the Government Civil Hospital, last evening, suffering from corrosive burns to the eyes, face and neck.

It is alleged that the burns were caused by the contents of a ball thrown by an unknown Chinese.

### ROYAL GUEST.

**Crown Prince's Visit to Sandringham.**

**SPECIAL MESSAGE.**

Rugby, Yesterday.

The Crown Prince of Ethiopia visited the King at Sandringham

### EARTH TREMOR.

**Residents in North Wales Alarmed.**

**HOUSES ROCKED.**

(Reuter's Special Service.)

London, Yesterday. Resident at Pwllheli, North Wales were alarmed early to-day when a short, but pronounced, earth-tremor rocked their houses like cradles and made the crockery dance on the shelves. No damage is reported.

to-day, and remained to luncheon with His Majesty. During the visit he delivered a special message of thanks for the British Mission which, under the Duke of Gloucester, attended the Coronation of the Emperor of Ethiopia last year.—British Wireless Service.



Don't let a Cough  
Torture you—take

**'RESIVAL'**



## AMUSEMENTS

AT THE **QUEEN'S** TO-DAY TO SATURDAY  
At 2.30, 5.10, 7.15 & 9.20.

THE MERRY ADVENTURES OF GOOFY GOBS  
WHO GO DOWN TO THE SEA  
IN GONDOLAS

WARNER BROS. present

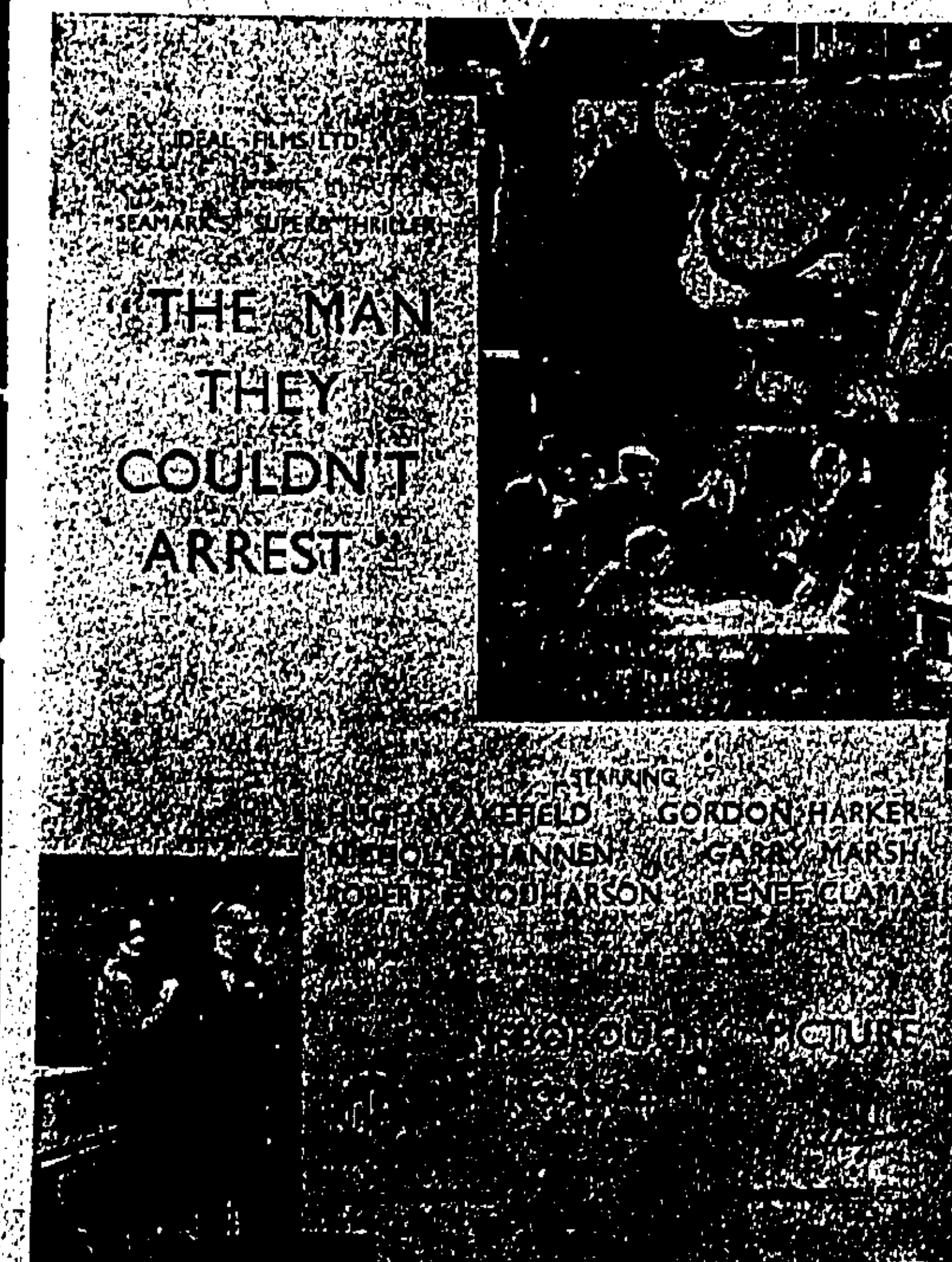
**OH SAILOR BEHAVE!**

with  
**OLSEN and JOHNSON**  
America's Funniest Clowns



**CHARLES KING — IRENE DELROY — LOWELL SHERMAN**  
**NOAH BERRY — LOTTI LODER.** From the stage play by Elmer Rice. Adaptation and dialogue by Joseph Jackson. Directed by Archie Mayo.

**WITHOUT DOUBT.**  
**THE GREATEST BRITISH THRILLER!**



AT THE **STAR** TO-DAY TO SATURDAY  
AT 2.30, 5.20, 7.20 & 9.20.

THE WELCOME RETURN OF  
**THE BRITISH SUCCESS.**

**RAIPH LYNN**

**TOM WALLS**

**ROCKLEY**

**NOOL**

Presented by the  
**BENTLEY'S**